

# The Hongkong Telegraph

WEATHER FORECAST  
FINE.  
Barometer 29.85

(ESTABLISHED 1831.)

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July 28, 1914. Temperature 6 a.m. 82, 2 p.m. 90.  
Humidity 82 84

July 28, 1914

Temperature 6 a.m. 79, 2 p.m. 84  
Humidity 83 82

2859 晚六月六年寅甲

TUESDAY, JULY 28, 1914.

式拜禮 號八拾廿月七年亥癸

SINGLE COPY 10 CENTS  
\$36 PER ANNUM.

## THE EUROPEAN UPHEAVAL.

### SERVIANS FIRE ON AUSTRIAN TROOPS.

#### GREAT BRITAIN OFFERS MEDIATION.

[Reuter's Service To "The Telegraph."]

While peace or war is hanging in the balance, news comes from Vienna that Serbian troops aboard a Danube steamer opened fire on Austrian troops near Temeskubin.

The Austrians replied, and an engagement of some importance ensued.

#### Financial Effects.

The Bourses in Paris, Berlin and Budapest are closed until further notice.

A later message states that only the outside Market in Paris is closed. The official Bourse remains open, as it also does in Berlin.

There was a slump on the Stock Exchange on closing today's accounts before the carry-over and foreign selling. Consols fell 1.3-4 points to 71.1-2.

#### Movements.

Mr. Asquith returned to Downing Street at midnight from the country.

The Kaiser has reached Kiel, while President Poincaré has passed Copenhagen on the way to Paris. The latter, instead of visiting Copenhagen and Christiansburg, is returning hastily to Paris.

#### British Policy.

London, Received July 28.

In the House of Commons, Sir Edward Grey stated that he saw the Ambassadors on Friday afternoon and expressed the view that, so long as the dispute was between Austria and Serbia alone, we had no title to interfere. But if Austro-Russian relations were threatened, it would be a matter of the peace of Europe and would concern us all.

#### Conference Proposed.

Sir Edward Grey added that when he heard that Austria had broken off relations with Serbia, he telegraphed to Paris, Berlin and Rome to ask whether they were willing that their Ambassadors in London should meet him in conference and endeavour to find means for arranging the present difficulties. He simultaneously informed Vienna, St. Petersburg and Belgrade of this proposal and asked them to suspend military operations pending the result of the conference. Complete replies had not yet been received.

Mr. Bonar Law asked if the Kaiser accepted the principle of mediation which Sir Edward Grey had proposed.

Sir Edward Grey replied that the German Government was favourable to mediation in principle as between Russia and Austria, but he was awaiting Germany's reply regarding the conference.

#### Proposal Accepted.

Later.

Reuter is informed that France has accepted Sir Edward Grey's proposal.

London, Received July 27.

Reuter's correspondent at Rome states that Italy has accepted.

#### British Naval Precautions.

The so-called balance crews of the Second Fleet have been ordered to remain on their ships at present instead of returning ashore.

A Gibraltar message states that all furlough has been stopped, while the refitting of H.M.S. Bellerophon, which was due to begin to-morrow, has been postponed.

#### Released.

The Serbian Generalissimo, General Putnik, and the other officers who were arrested, have been released.

The Kaiser has arrived in Berlin.

The Stock Exchange rallied in the afternoon, and there was a more confident feeling. Consols closed at 72.1-4.

#### Military Action.

Later.

A telegram from Vienna, received in Paris, states that military action will be taken against Serbia to-morrow morning.

#### French Demonstrations.

Anti-war demonstrations in Paris were interrupted by members of the Patriotic League, and the disorder was quelled by police charges.

#### Continental Feeling.

In the evening St. Petersburg was calmer, and expectant of the success of Anglo-German influence.

Paris is pessimistic, thinking that Austria is not conciliatory.

Berlin is more hopeful that Austria will agree to mediation.

The Vienna Press urges further Austrian action.

The Press of Rome urges non-intervention by Italy.

The Bellerophon has been recalled from Gibraltar to England.

#### British Naval Reports.

The papers state that 20 battleships, four battle-cruisers and nine cruisers at Portland have been coaling all night long, and embarking war stores and provisions for several weeks.

It is rumoured that they have been ordered to a point in the North Sea.

The Admiralty has not issued the usual list of the movements of ships.

His Majesty the King has postponed his visit to Goodwood owing to the crisis.

## TELEGRAMS.

### THE IRISH AFFAIRS.

#### MR. REDMOND'S DEMANDS.

[Reuter's Service To "The Telegraph."]

London, Received July 28.  
In the House of Commons, Mr. Redmond asked for information regarding "the shocking occurrence in Dublin."

Mr. Birrell stated that the military were requisitioned by the Assistant Commissioner of Police on his own responsibility and he had been suspended pending enquiry.

Mr. Birrell added that some of the soldiers became exasperated and fired without orders, but the officers immediately succeeded in suppressing them.

Mr. Redmond moved the adjournment, and the motion will be debated to-night.

#### Later.

Mr. Redmond reviewed the growth of the Volunteer movement, and said he had previously asked Mr. Asquith to repeal the Arms Proclamation, which was to the disadvantage of the Nationalists. He now repeated the demand, and also demanded the prosecution of the Commissioner, Lieut. Col. Sir J.F.G. Ross, an impartial enquiry into the affair, an enquiry into the conduct of the troops, the punishment of the guilty, and the same treatment for the Nationalist Volunteers as for the Ulster Volunteers. He concluded by saying that four-fifths of the Irish people would not submit any longer to being bullied, penalised, punished and shot for conduct which went free in Ulster.

Mr. Birrell deplored that the Assistant Commissioner, Mr. W. V. Harrel, requisitioned the troops, and had undertaken duty not undertaken by the Government in other parts of Ireland, thus discriminating between the different sets of Volunteers. Though Mr. Harrel had accepted full responsibility, Lieut. Col. Sir J.F.G. Ross would also be suspended if he were found legally responsible.

Mr. Bonar Law said Mr. Birrell's speech was most amazing. He asked had Mr. Harrel been instructed to permit gun-running? The incident was only possible because the Government had ceased to govern. The Government was unable to vindicate the law, as promised after the gun-running at Larnoe. Mr. Redmond had revealed why, and the only course was an appeal to the country.

Mr. Asquith said the troops were exposed to great provocation. What had happened, however lamentable, was not a fitting subject for condemnation. The difficulty of governing Ireland was increased by the Opposition treating the violation of the law as a cardinal virtue. He warned the Opposition that if they came into power they would find it an impossible task.

Mr. Balfour said it was a condition of successful government that it be supported by its officials.

Mr. Ramsay MacDonald demanded to know how long the Government's lethargy was to continue in face of the Opposition's active abetting of rebellion in Ulster.

The debate was adjourned.

#### Commissioner Resigns.

Lieut. Col. Sir J.F.G. Ross, Commissioner of Police in Dublin, has resigned.

## TELEGRAMS.

### THE IRISH AFFAIRS.

#### TROOPS IN HOSPITAL.

[Reuter's Service To "The Telegraph."]

London, Received July 28.  
The Scottish Borderers, a detachment of which fired on the crowd in Dublin, have been ordered to the Curragh.

Altogether two officers and 47 men of the Scottish Borderers have been sent to hospital.

The police who refused to obey instructions during the collisions have been dismissed.

#### Demonstrations.

Crowds in Dublin last evening demonstrated outside the barracks. A detachment of the West Kent Regiment en route to Londonderry escaped assault by taking refuge in a tramcar, where they were protected by the police.

Six hundred and fifty Volunteers and 1,500 spectators at Thurles knelt in the open air and recited prayers for the dead.

There is a movement on foot to form a Nationalist Provisional Government in the event of the failure of Home Rule.

## THE SARAJEVO TRAGEDY.

#### Political Aspects of the Murder.

#### ARCHDUKE AND DUAL SYSTEM.

The political effects of the tragedy of Sarajevo can only be broadly surmised, says the Times. The Archduke Francis Ferdinand was so marked a personality, and the part he had played in Austro-Hungarian affairs so prominent, that his disappearance leaves an incalculable void in the affairs of the Dual Monarchy. Vigorous, not to say violent, in temperament, he had thrown himself into domestic, military, and diplomatic questions in a manner hardly to be paralleled from the recent records of European dynasties. At the moment of the tragic death of his predecessor and cousin, the Archduke Rudolph, he was an unknown man. The urgent necessity of supplying the defects of his education kept him in the background for the first two years of his life, while ill-health necessitated, in the early 'nineties, a prolonged voyage round the world. Not until after his return, nor, indeed, until after his marriage with the Countess Chotek, afterwards Duchess of Hohenberg, who has now shared his fate, did he emerge from the penumbra that surrounded the approaches to the Hapsburg Throne.

His first, clear public action was his encouragement of the Austrian Christian Social Anti-Semitic party, which, under the leadership of the late Dr. Laueger, Burgomaster of Vienna, was combating the Pan-German and pseudo-protestant *Los von Rom!* movement that arose in connection with the struggle between the German and Czech languages in Bohemia, towards the end of last century. He accepted the protectorate of the militant clerical *Schutzbund*, and countenanced its repeated manifestations in favour of the restoration of the temporal power of the Pope—an attitude inconsistent with the Austro-Italian

## TELEGRAMS.

### HOME RACING.

#### GOODWOOD STEWARDS' CUP.

[Reuter's Service To "The Telegraph."]

London, Received July 28.  
The probable starters and jockeys for the Goodwood Stewards' Cup are as follow:—  
Great Surprise (J. Clark).  
Golden Sun (W. Huxley).  
Ogar (Randall).  
Marcutio (Jellies).  
Jarnao II (H. Jones).  
Quantock (Scourse).  
Prevoyant (Hobbs).  
Radiant (Fox).  
Jameson (Speer).  
Poor Boy (Walter Griggs).  
Outhbert (Robbins).  
Lord Annadale (Donoghue).  
By George (Piper).  
Wise Symon (K. Stokes).  
Neville Holt (Cooper).  
Siller (McKenna).  
Castellan (Prout).  
Flying Orb (Moylan).  
Quixtus (Plant).  
Better Still (Ledsion).  
Lonely Lady (K. Robertson).  
Georgette (Brace).  
Starboard Light (Dick).  
Voldy (Collis).  
Rosedale (Sanders).

The betting is as follows:—10 to 1 By George; 100 to 9 Castellan and Lord Annadale; 100 to 8 Jameson and Jarnao II; 100 to 6 Voldy; 25 to 1 Radiant.

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alliance, which guarantees to Italy the integrity of her national territory. He next associated himself with the anti-Liberal and anti-Magyar propaganda of Lueger and the Austrian Conservatives, thereby gaining for himself intense unpopularity in Hungary and among the influential Jewish section of the Emperor Francis Joseph's subjects. His marriage with the Countess Chotek, a member of an ancient Slav family of the Bohemian aristocracy, was held to have increased both the intensity of his Clericalism and the likelihood that, should he ever come to the Throne, he would seek to undermine the dual system as established in 1867 and to establish a Monarchy on the federal basis desired by the Slav Clerical aristocracy of Bohemia. The Magyars, who had acquired parity with Austria as a result of the dual system, and who believed the permanence of dualism to be bound up with German Liberal preponderance in Austria, viewed the attitude and tendencies of the Archduke with undisguised apprehension.

Antipathy to Hungary was believed to be the ruling political passion of the Archduke's life. Though some of his intimate personal friends were Magyars, he was known to regard the hegemony of the Magyars in Hungary as an obstacle to the establishment of the Hapsburg race on a basis more solid than that of the dual system. He used all his influence against the separatist tendencies of the Magyar extremists, and on the night of December 31, 1902, he took the unprecedented step of calling upon the Austrian and Hungarian Premiers, then engaged in a dispute over the economic arrangements between the two halves of the Monarchy, and urged them at all costs to conclude an agreement. Throughout the conflict over the army question between the Emperor and the Magyar Coalition that filled the years 1903-1906, the Archduke strengthened the Emperor's hands, and deprecated every concession to the Magyar point of view. He also maintained contact with leaders of the Slovaks, Rumanes, and other non-Magyar nationalities of Hungary.

## TELEGRAMS.

### OBITUARY.

#### MAJOR EUSTACE LODER.

[Reuter's Service To "The Telegraph."]

London, Received July 28.  
The death is announced of Major Eustace Loder, Steward of the Jockey Club.

[The deceased, who was the eighth son of Sir Robert Loder, was a twin. He was educated at Eton and Trinity College, Cambridge, and was for fifteen years in the 12th Lancers, of which he was Adjutant from 1895 to 1899. He was Steward of the Turf Club and the National Hunt Club, Ireland, and won the Derby with Spearhead in 1905, and the Oaks, St. Leger, etc., with Pretty Polly. He was J.P. of County Kildare, and High Sheriff in 1912.]

#### HOME CRICKET.

London, Received July 28.

Northamptonshire beat Derbyshire at Northampton by an innings and three runs.

## TELEGRAMS.

### NEWS FOR BUSY MEN.

#### CONDENSED.

It is reported that France and Italy have accepted Sir Edward Grey's proposal for a conference on the European crisis.

Serbian troops on board a Danube steamer opened fire on Austrian troops and an engagement of some importance ensued.

In consequence of the affrays in Dublin, Lieut. Col. Sir J. Ross, Commissioner of Police, has resigned.

Mr. Bonar Law, speaking on the Dublin affrays, said the only course was for the Government to appeal to the country.

Mr. Asquith warns the Opposition that if they come into power they will find the task of governing Ireland impossible.

A telegram received in Paris from Vienna states that military action was to be taken against Serbia this morning.

St. Petersburg is calmer, but Paris is pessimistic regarding the European outlook; Berlin is hopeful of mediation.

Regarding the fight between Nationalist Volunteers and troops, Mr. Birrell says the Assistant Commissioner of Police was responsible and he has been suspended.

#### NEWS.

"Our Contemporaries" appears on page 2 and log book on page 6.

A special article on Hongkong's traffic problem will be found on page 4.

Details of the Sarajevo tragedy are given on this page.

Australian news, and an interesting article on Wireless at Woonung are given to-day.

Crocker-Bring to celebrate the opening of premises resulted in a \$10,000 fire at a shop in Wing Lok Street.

General news, and interesting articles on the use of soap in Hongkong, and on the situation in China will be found on page 8.

Interesting commercial news appears on page 9, together with the share quotations and the exchange market details.

The Langkat output yesterday was 278 tons. The total to the 27th inst is 7,238 tons, giving an average daily output of 268.07 tons.

The Beechey case, heard in Shanghai, when the Judge made some pertinent comments on the Hongkong Companies Ordinance, is reported in to-day's issue.

(Continued on page 10.)

## TELEGRAMS.

### NEWS FOR BUSY MEN.

#### CONDENSED.

Major Eustace Loder is dead.

The Kaiser has arrived in Berlin.

Anti-war demonstrations in Paris were interrupted by members of the Patriotic League.

Telegrams give an account of the debate in Parliament on the Dublin affrays.

The probable starters and jockeys for the Goodwood Stewards' Cup are given to-day.

Two officers and seventeen men of the Scottish Borderers, who took part in the firing in Dublin, are in hospital.

## DON'T FORGET.

#### TO-DAY.

Bijou Theatre 9.15 p.m.  
Victoria Theatre 9.15 p.m.

#### TO-MORROW.

Bijou Theatre 9.15 p.m.  
Victoria Theatre 9.15 p.m.

#### THURSDAY JULY 30.

Chinese Porcelain and Ornaments—G.P. Lammert's Sales Rooms—2.30 p.m.

#### FRIDAY JULY 31.

Chinese Porcelain and Ornaments—G.P. Lammert's Sales Rooms—2.30 p.m.

Sale of Furniture, 17 Ashley Road, Kowloon—G.P. Lammert—11 a.m.

H.K. Jockey Club Subscription Griffin Meeting—5 p.m.

#### TUESDAY AUGUST 4.

Sale of Crown Land, P.W.D.—3 p.m.

#### SATURDAY AUGUST 22.

H.K. and Shanghai Banking Corporation Shareholders Meeting, City Hall—noon.



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## LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 28th Jan., 1912.

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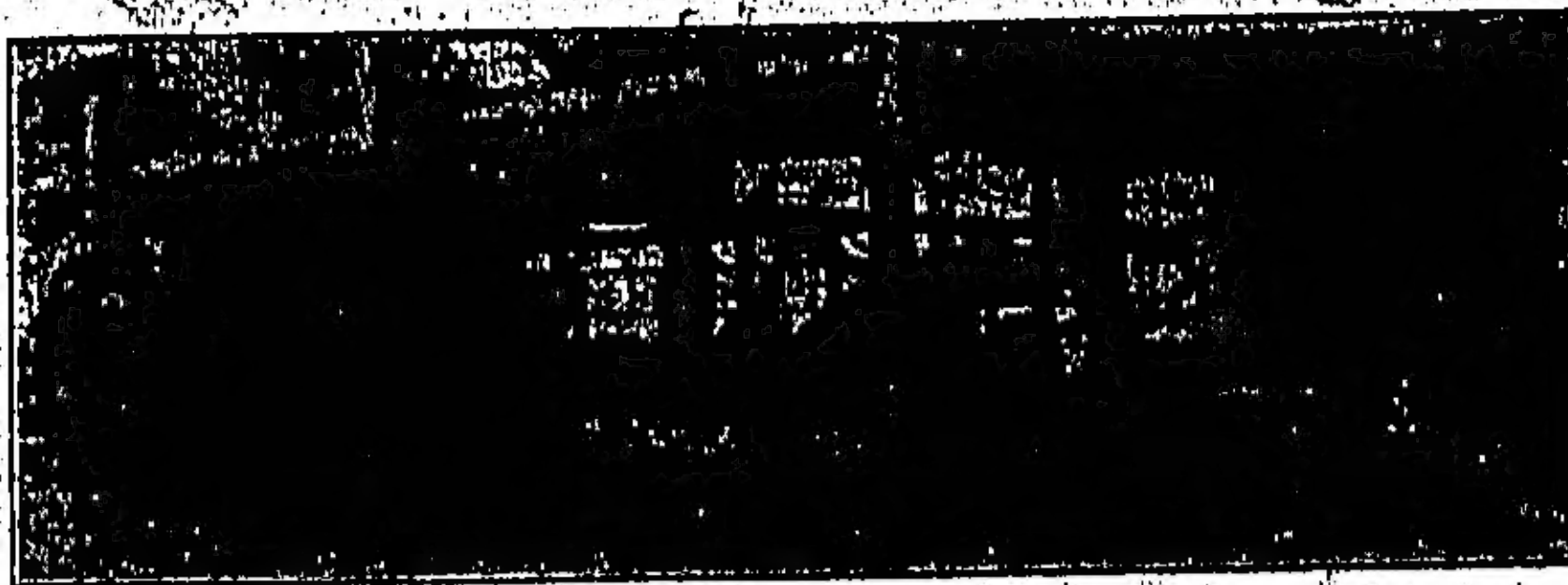
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Hongkong, 18th July, 1913.

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It is hard to resist the feeling that those who, in spite of experience, urge State purchase are influenced by interested motives. Mr. Asquith, though he may not be able to resist the pressure which advanced Socialism can bring to bear, saw clearly enough that no relief would be provided to the public revenue. To a deputation who urged "nationalisation" he said:—"I am quite sure that any operation of a financial character would be followed by very large demands from two entirely opposite quarters—on the one hand, from traders for lower rates; then, on the other hand, from the railway workers for better wages and conditions. All that prospective improvement in net receipts which has been forecasted, and which very likely may come under existing conditions, would be more than swallowed up before the railways had been in the possession of the State a twelve-month."

South China Morning Post.

The West River.

Only a few weeks ago it was announced that the Chinese and British Governments had come to an arrangement to co-operate in the policing of the Canton Delta and Admiral Li arrived in the south to inaugurate the work. So far we have heard of no extraordinary movements of British gunboats. The British Admiral is still in the north and the floods have intervened. The "suspicious" that Reuter's energetic correspondent in Canton appears to have discovered are therefore without grain of foundation, and they need not be revived until Admiral Jerram returns to Hongkong when more than likely some step will be taken to meet a long-felt want.

Daily Press.

The Tibetan Agreement. The only important respect in which the Agreement initiated at Simla has gone beyond the terms of Sir John Jordan's Note of a couple of years ago is in admitting China's claim to special rights in Eastern Tibet. This really amounts to little more than a recognition of the fact accomplished—not that China's rule in the Chiamdo and Draya country west of the Szechuan frontier is universally acknowledged or even assumed of permanence, but it is quite as real as it is in many of the aboriginal districts east of the frontier, and in both cases the Lhasa Government has no authority at all. On both sides of the frontier the country is ruled by native chieftains who are independent equally of Peking and Lhasa, and as China is prepared to make some effort to bring them under settled government and to develop the country so as to accommodate the overflow of Szechuan, it is as well that she should be allowed to do so. Since Chao Erh-feng's occupation of the Chiamdo territory four and a half years ago, the old boundary line passing through Bamang has been a mere fiction, and there has been no difference between the administration on the east and west sides of the imaginary line.

Election Farc in Mexico.

Mexico City, July 26th.—The elections of a President, Vice President, Deputies and Senators were held to-day in portions of the Republic controlled by Huerta. Indifference as to the results was generally manifested, and there was almost a complete abstention from voting in the capital. Huerta appeared to be the favourite candidate for the Presidency, and Blanquet for the Vice-Presidency.

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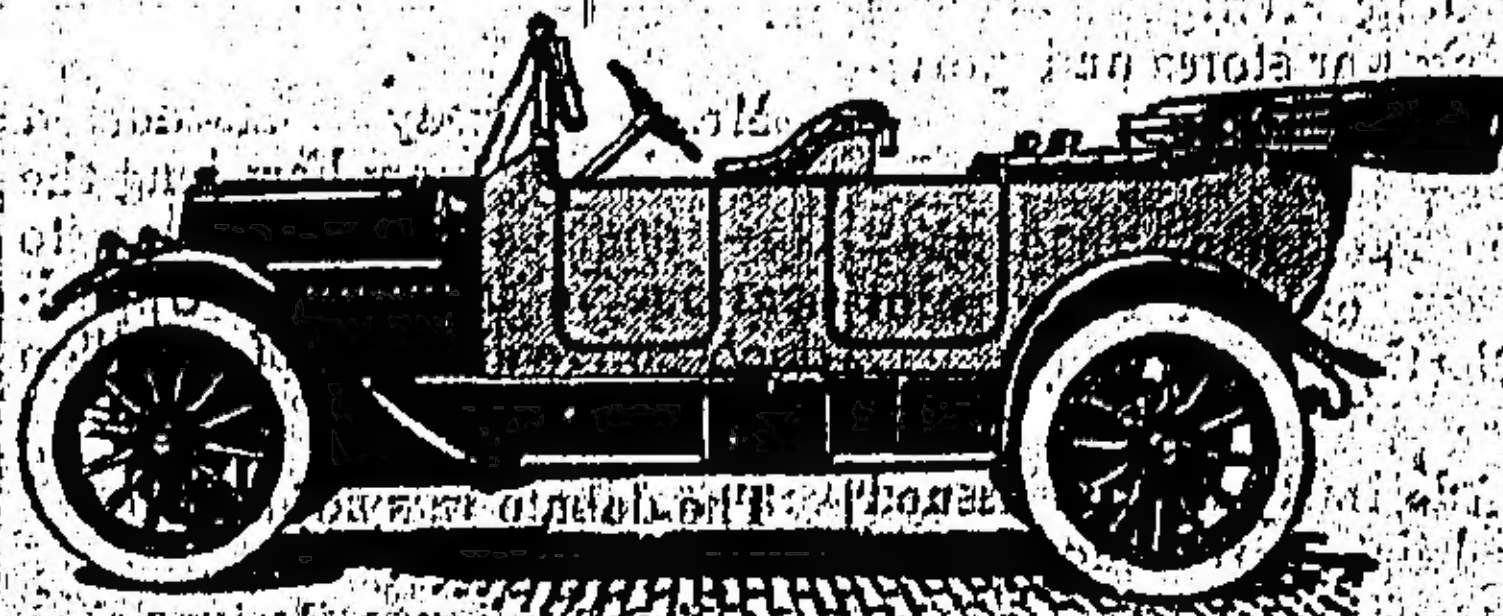
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## GENERAL NEWS.

Colonel Du Boulay, who has been selected to command the Royal Artillery of the Southern Coast Defences, was attached to the headquarters of the Japanese Army in 1894-5 and five years later acted as Special Service Officer in China.

Under the auspices of Chinese Revolutionists and students in Tokyo, and elsewhere, a religious service in memory of those who were killed in the second Revolution in China was held on Saturday at the Imperial Educational Association building at Kanda, Tokyo. There were present about five hundred Chinese from Yokohama, Omori and other quarters. Several men alleged to be spies sent by the Peking Government were also in attendance. A large number of Japanese police were on duty to provide against emergency. Although no disturbance occurred, several inflammatory speeches were delivered, the speakers denouncing the Peking Government.

After the service, a secret meeting was held to discuss "certain affairs."

On the 8th instant, a political party, called the Nationalists, was formed in Tokyo by over two hundred Chinese Revolutionists, Dr. Sun Yat-sen being appointed President of the party.

**Conditions of Service.**  
The conditions of service, for non-commissioned officers, trumpeters, drummers, and artificers of cavalry and infantry proceeding abroad in relief have been revised, and are as follows:—For India, South Africa, Mauritius, Mediterranean Stations, and Egypt, not less than four years' unexpired service on October 1 of each year, and not under 20 years of age. For North and South China, Singapore, and Bermuda, not less than four years' unexpired service on December 1 of each year, and not under 20 years of age. As in past years non-commissioned officers posted in relief to the service units abroad have frequently in many cases been very young soldiers, who on joining their units have found themselves senior in rank to non-commissioned officers of greater experience and length of service, the War Office has directed attention to the advisability, whenever possible, of sending out non-commissioned officers of more equal length of service and seniority.

**Count Okuma and Taxation.**  
Speaking at a dinner given at the Oaken Hotel in his honour by bankers and business men of Osaka, Count Okuma, the Premier, dwelt on the proposal to abolish the business-tax and the reduction of the land-tax by 5 per cent. He emphatically declared that the present Ministry was not founded on the Rikken Doshikai, as believed in various quarters. The Government would not abolish the business-tax at the present time, no matter what opinion Mr. Wakatsuki, Minister of Finance, had expressed on this point. The Government was fully aware of the necessity of abolishing the business-tax, but the present low state of the nation's finances did not allow of any reduction. He asked his hearers to patiently wait until September next, when the Government will be able to draw up its Budget for next year, and this, he believed, would meet with the approval of the whole nation. If the nation is not satisfied, then he is ready to resign.

The *Nippon* and other papers, from which we quote the above, wonders what attitude the Rikken Doshikai will take towards the Premier in dealing with the tax abolition question.

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NO CHINESE

REVOLUTION.

American Consul's Report.

People Becoming United, says  
an ex-Premier.

The increased use of soap and foreign soap materials in China which has been developing for several years has been such, reports the U. S. Consul-General George E. Anderson, of Hongkong, that the manufacture of soap in China along modern lines and with materials usual in foreign countries is developing rapidly. In Hongkong there is a soap factory whose capacity has increased greatly in the past three years and further development is anticipated, while in the Yangtze Valley the consumption of soap has come to such development that British soap manufacturers are establishing an immense soap manufacturing in Shanghai. The imports of soap of all kinds into China in 1912 were valued at \$1,730,725 gold as compared with value of \$1,470,542 in 1911 and \$1,273,860 in 1910, and the imports in 1913, according to preliminary figures, show a similar increase over the previous year. At several ports in the vicinity of Hongkong imports have more than doubled in the past three years. About half of these imports come from Great Britain direct, in addition to considerable quantities of British soap imported through Hongkong. Japan is the next on the list of countries furnishing the supply, with Austria and Germany following. Soap imported from the United States is comparatively small in amount, and the supply is confined largely to the fine trade.

The imports of soap into Hongkong per annum apparently average about half a million dollars, no reliable figures being available as to the exact imports. Considerable quantities are consumed locally by the Chinese population as well as by other residents, and well toward a quarter of a million dollars' worth of the product is exported to China, the Chinese customs figures for 1912 showing imports of soap from Hongkong to the value of \$238,390 gold. Much of these imports consist of the product of the Hongkong factory, which, in fact, is supplying foreign soap in the markets of the interior. The Hongkong factory is now producing considerable quantities of salt water soap, of blue mottled soap, and several grades of laundry soap, including a cheap grade of soft soap. The oils used come almost entirely from the coconut oil mill now in operation at Manila; the soda ash comes from Germany and Great Britain, and rosin from the United States. There has been a marked increase in the use of better grade soaps in the past three years, though the great mass of the product used at present is of the cheaper qualities. Most of the soap imported and manufactured, and exported, is handled in long bars packed in 50 and 25 pound cases, the former size being the more general.

By an interesting coincidence several of the foremost authorities on the affairs of China have arrived in London within the past three days, says the *Daily News* of June 27. Among them is his Excellency Lu Cheng-Hsiang, who, after a distinguished diplomatic and administrative career under the Manchou Government, held the offices of Prime Minister and Minister of Foreign Affairs in one of the Cabinets of 1912, the year following the revolution.

In an interview with a *Daily News* representative yesterday, his Excellency, who speaks little English, but converses fluently in French, supplied an interesting corroboration, from the Chinese standpoint, of the views expressed by Dr. Morrison in the *Daily News* yesterday.

"Men of all parties," he said, "are now working side by side, and the breaches between old and new are rapidly being healed."

"And President Yuan is generally accepted by the people?"

"Without doubt. It may be that his chief popularity is in the North, because it was in the North that he held office in Manchou days, and the South has little knowledge of him personally. But by North and South alike he is recognised as the only man for the position."

"You have no fear of another revolution?" Mr. Lu was asked. "None whatever," he replied with a decisive shake of the head. "Our people are rapidly becoming more united. We are settling down now to industrial development, in particular to the extension of railway and commercial enterprises."

His Excellency confirmed the statement of Dr. Morrison that there was no intention that the Parliamentary system should remain permanently suspended.

"The Council of State," he explained, "is fulfilling the functions of a Senate, and the Assembly, or Lower House, will almost certainly be reassembled within a year or so."

Mr. Lu Cheng-Hsiang spoke warmly of his admiration for Great Britain and of the value of Western education to the many Chinese students who come to English and French and German Universities.

At the same time the Chinese diplomat is satisfied that the East will always retain her distinctive characteristics.

"Take our clothes for example," he said, looking down at his immaculate frock-coat. "we may adopt Western dress for special occasions, but the ordinary citizen in China is not likely to abandon his native garb. It is a question of climate for one thing. Our Chinese clothes are far better suited to our climate than the Western garment which is so ill adapted to our climate."

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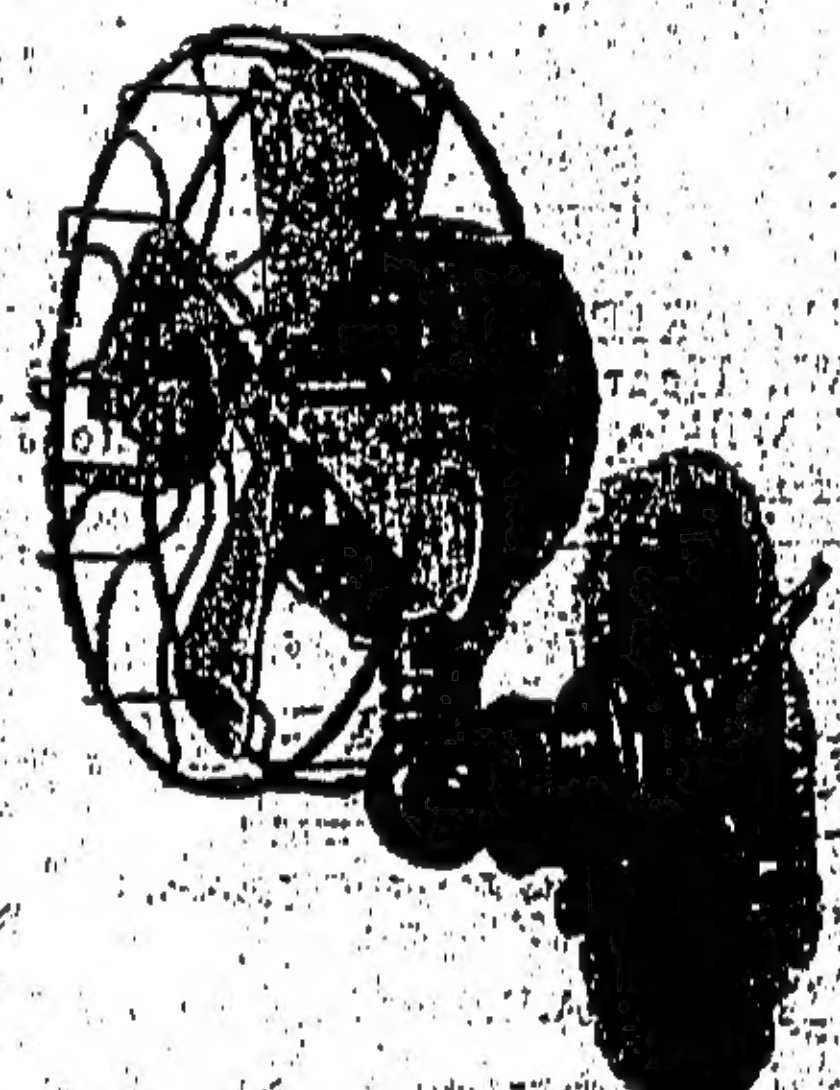
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OTHER WE HAVE BEEN ABLE TO GET IN ENGLAND. (Recent  
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to subscribers by, the "Daily Farm Company, Ltd., Shamson,  
Canton, who have been appointed our agents there.

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"HONGKONG TELEGRAPH."

### MARRIAGE.

CHARD—WILKIE.—On June 24, at St. Columba's, Pone-street,  
Belgravia, S.W., Henry Francis Chard, of Bombay, to Isabella  
Catherine Kirk Wilkie, daughter of the late James Wilkie and of  
Mrs. Wilkie, of Edinburgh.

The object of this paper is to publish correct information, to serve the truth  
and print the news without fear or favour.

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## The Hongkong Telegraph.

HONGKONG, TUESDAY, JULY 28, 1914.

### OIL FOR THE NAVY.

The question of an adequate supply of oil for the vessels of the  
British Navy is one which has been receiving much consideration  
within the past few years. It is now recognised that coal will very  
largely have to give way to oil in supplying the motive power for  
our warships; hence the feverish anxiety which has been displayed  
to secure a full and dependable supply of the commodity. The  
most important development in this connection for some time past  
is the Anglo-Persian oil deal, by the conclusion of which the  
Admiralty is convinced that our interests will be fully assured.

There has been considerable discussion at Home as to whether  
or not Persia is a suitable source from which the Navy in Home  
waters should draw its supply of oil, but the point has been rather  
overlooked that our Home requirements, though naturally most  
important of all, are not the only point to be considered. There is  
the further question of the supply of the Overseas Fleets or squad-  
rons to take into account. We have at the present time coaling-  
stations all over the world, to which, in the past, Welsh coal has  
been sent out and stored. In the course of time this coal is said  
to lose some of its qualities, while, on the other hand, oil not only  
does not deteriorate, but is said rather to improve by storage. It is  
more than likely, therefore, that in future many of the existing  
coal-stations will become oil-stations. A naval authority in dis-  
cussing this matter of supply, expresses the opinion that in all  
probability Aden will be fed from the new Persian source, while  
supplies from there may be brought up to Egypt and stored at  
Alexandria, where they will form a valuable stand-by for the Medi-  
terranean Fleet, which, in face of the menace of the submarine,  
we might find a difficulty in supplying from another quarter. Further  
instances are quoted to show how certain of our important coaling  
stations may be easily and economically supplied from the Persian  
oil-fields.

The authority from which we are quoting makes mention of  
Hongkong, in the following way:—"Colombia would probably look  
to Burmah and Sarawak, as would also Singapore and Hongkong."  
Other points need not be mentioned, but it is apparent from the  
foregoing that the Admiralty has not gone into this matter without  
a very careful analysis of the situation. The whole point to be  
borne in mind is that we shall be able to stock all the foreign  
stations with supplies drawn from sources more or less contiguous,  
and, in the main, situated within the confines of the Empire. What  
is more, the oil supply will be just as safe in war-time as the coal  
supply, in fact, for the coal has hitherto come almost entirely from  
one source and along a well-marked route. The new advantages  
which we shall enjoy will be such as are not open to any other  
maritime Power—a very big and a very important factor.

### Light Wanted.

We have before now drawn  
attention to several badly-lit spots  
in Hongkong. There is another  
which we will now indicate, in the  
hope that our observations will be  
heeded in the proper quarter. It  
is the pathway which leads along-  
side St. John's Cathedral, linking  
up Battery Path with Garden  
Road. On the bend, by the  
Cathedral, there is a section which,  
after dusk, with the thick foliage  
which marks the spot, is  
absolutely pitch-black. One of  
these nights some one might very  
well be attacked while walking  
along this path, and if such were  
the case the aggressor would have  
no difficulty in getting away, as  
there is ample "cover" for  
hiding purposes. Then, perhaps,  
the authorities will wake up to  
the fact that the place should be  
properly illuminated. Far better  
if they forestall possible happen-  
ings of this kind, and at once  
proceed to see that the place is  
properly lighted.

### Public Health.

We notice that the Shanghai  
Health Officer has issued a list of  
warnings to the public as regards  
measures to be taken for the  
preservation of health. These are  
as a rule, shrewd and practical;  
but, without any wish to be  
captious, we would point out that  
there is a possibility of over-  
straining where matters of  
hygiene are concerned. Consider-  
ing how thoughtless the average  
person in the East is, when it  
comes to taking rational  
precautions against disease, it is  
well that warnings should be  
published from time to time on  
such subjects as mosquitoes, rats,  
spitting, the accumulation of  
refuse, etc.; but when one has  
thrust under one's nose a tabulat-  
ed list of things that must not be  
consumed—beginning with "fruit,  
vegetables, salads, melons, etc.,  
which have not been cooked or  
sterilised," and ending with "fish  
from June to October,"—one  
feels a little bored. Fancy having  
to tell the boy who waits on you  
at dinner, "Boy, catch me one  
sterilised banana." Fancy giving  
fish a miss from June to  
October! We should like to  
see some of these over-  
particular souls condemned to a  
hand-to-mouth existence in the  
jungle for a month or two.

### Dirty Money.

We published, yesterday, state-  
ments by a doctor and a banker  
in regard to the likelihood of  
infection's being spread by  
money passing from hand to  
hand. London banks, we learn,  
are now taking the precaution to  
boil dirty coins in a specially-  
prepared chemical solution, which  
is supposed to do away  
with dirt and risk of infec-  
tion simultaneously. If such  
care is necessary at Home—and  
we are not questioning the point  
—how much more necessary is it  
in Hongkong, where risks of  
infection are, even under the  
best circumstances, infinitely  
greater. We will pass over the  
matter of boiling the coins;  
but what about the condition of  
Hongkong notes? For thirty  
years the Telegraph has been com-  
plaining of the filthy rage that  
are allowed to circulate in this  
Colony, in the shape of one and  
five-dollar bills, and yet little  
alteration seems to take place.  
Surely a Government that is up-  
to-date enough to provide for the  
exhibition of mosquito-larvae to  
small school-children is able to  
handle an important matter like  
this.

### Low-Neck Dresses.

Kingston, Ontario, July 6.—  
Archbishop Spratt, addressing the  
women members of the congre-  
gation, in St. Mary's Cathedral,  
said he preferred that those who  
wore low-neck dresses did not  
present themselves for Com-  
munion. He considered it dis-  
respectful of women to approach  
the altar in garments exposing  
them beyond the limit of decency.  
His Grace on many occasions has  
expressed himself against low-  
neck dresses and all sorts of  
immodesty.

### DAY BY DAY.

THE DEAR LITTLE WIFE AT HOME.  
JOHN.  
WITH EVER SO MUCH TO DO,  
STITCHES TO SET, AND BABIES TO  
PET,  
AND SO MANY THOUGHTS OF YOU:  
THE BEAUTIFUL HOUSEHOLD  
FAIRY  
FILLING YOUR HEART WITH  
LIGHT:  
WHATEVER YOU MEET TO-DAY,  
JOHN,  
GO CHEERILY HOME TO-NIGHT.

The Weather.  
Lower level 8 a.m. Temp 85;  
dull.  
At the Peak 8 a.m. Temp 77;  
fog.

The Mails.  
American Mail.—Due per s.s.  
Aldenhurst ex China to-day.  
Siberian Mail.—Due per s.s.  
Chenan to-morrow.  
English Mail.—Due per s.s.  
Delta to-morrow at 4 p.m.  
French Mail.—Closed per s.s.  
Atlantique to-day at 11 a.m.  
Australian Mail.—Closes per s.s.  
Nikko Maru to-morrow at  
11 a.m.

### Count the Columns.

Yesterday the Telegraph  
published 37 columns of solid  
reading matter. To-day there  
will be 34 published.

Manila Visitor.  
Major T. L. Hartigan of Manila  
is staying at the Hongkong Hotel.

Flood Relief Fund.  
The Tung Wa Hospital Flood  
Relief Fund now totals \$125,  
328.30.

Chinese Festival.  
To-day, according to the  
Chinese calendar, is the Feast of  
Heavenly Gifts.

Confidence Trick.  
By the confidence's trick a trust-  
ing Chinese has been relieved of  
three rolls of cloth valued  
\$25.00.

Too Many Passengers.  
At the Marine Court, this  
morning, a Chinese was fined  
\$25 for carrying excess passen-  
gers on a launch.

Bazaar Postponed.  
The Flood Fund Bazaar, which  
was advertised to take place this  
afternoon, has been postponed  
until August 3.

To Consignees.  
Consignees of cargo by the s.s.  
York are reminded that goods  
undelivered after to-morrow will  
be subject to rent.

Prize-Giving.  
The annual prize-giving is to  
take place at the Kowloon British  
School on Friday at noon. His  
Excellency the Governor will  
distribute the awards.

At Home.  
Lady May was "At Home" to  
callers at Mountain Lodge this  
afternoon. There was tennis,  
and an enjoyable time was spent  
by the numerous guests.

The Artful Coozie.  
It has been reported to the  
police that a parcel coozie of  
Messrs. Whiteaway and Esdaile's  
has cashed a compadora order  
for \$14, and has absconded.

Absconded.  
A shopkeeper of 132, Holly-  
wood Road has reported to the  
police that a coozie has absconded  
with \$25.19 in money which he  
was told to pay to the Hung Fat  
Shop, Bonham Strand.

Coozie's Burns.  
A shop coozie of 134, Wing  
Lok Street West, has been sent  
to the hospital suffering from  
burns received at a fire which  
broke out at the premises this  
morning.

Alice Memorial Hospital.  
The Hon. Treasurer of the  
Alice Memorial and Affiliated  
Hospitals begs to acknowledge  
with thanks the following  
donation to the funds of the  
Hospitals:—Y. T. Ping, \$25.

No Sittings.  
There was no sitting of either  
court at the Supreme Court, this  
morning. The day had origi-  
nally been set apart for the  
hearing of a Full Court matter, but  
that being postponed, gave the  
authorities a "holiday."

Cremation Ground.  
A board of officers is to  
assemble on Saturday, August 1,  
at 8.30 a.m., to inspect and report  
upon a site for a cremation  
ground for Indian Regiments in  
Kowloon. The board will assem-  
ble at the proposed burning  
ghaut, which is reached by a path  
on the east of the railway running  
north from Hung Hom.

### TRAFFIC TROUBLES.

Some Suggestions for the Good  
of the Colony.

#### (SPECIAL ARTICLE.)

One was glad to see by the  
Telegraph of Thursday last that  
the Government is at length dis-  
playing an intention of dealing  
with the traffic problem in Hong-  
kong. It is a problem, and a very  
acute one, too—largely because  
for year upon year it has been  
allowed to persist without the  
least attempt at solution. Any-  
body's business has become no-  
body's and as the Colony has ex-  
panded and become increasingly  
active, the confusion has corres-  
pondingly become accentuated. We  
have very excellent and greatly  
detailed traffic regulations as far  
as they go. They need  
amplifying in some respects still  
—especially so far as "the rule of  
the road" goes—but, such as they  
are, they are not even enforced  
as they should be. This is more  
especially the case in regard to  
rickshas and trucks, but may be,  
now that an Inspector of Traffic  
is to be appointed, we shall see a  
further revision of the regulations,  
and what is of even greater im-  
portance, a strict enforcement of  
the rules.

The point occurs to the writer,  
however, that the new intention  
of the Authorities might very  
well be taken further than is  
apparently intended. I am told  
that Singapore has given special  
consideration to this question,  
and, though there is far more  
vehicular traffic there than here,  
one cannot help thinking that it,  
would be to the Colony's advantage  
to learn a lesson or two from our  
Southern neighbor. In Singa-  
pore, so I am told, there is a  
special corps of Malays employed  
solely to regulate the traffic, and  
at their head is a European  
Inspector, with the rank of  
Magistrate. Not only does he  
generally supervise the traffic,  
issue licences, etc., but all  
cases of infringement of the  
regulations come before, and are  
dealt with by, him in his  
magisterial capacity, thus re-  
lieving the ordinary Police Courts  
of cases of this kind. Could not  
such a scheme, or a similar one,  
be made applicable to Hongkong?  
The writer thinks it might, and  
puts it forward in the hope that  
it will receive due consideration  
from the authorities.

The appointment of a Traffic  
Inspector is a wise step, but,  
in view of the hopeless confusion  
which now characterises our  
street scenes, it is not enough.  
No one man can be expected to  
restore order out of the present  
chaos; he will need the assistance  
and co-operation of a specially-  
detailed body of men—and that  
is what the Singapore scheme  
would give him. Mention has been  
made of the rickshas and truck  
traffic in particular but it must not  
be assumed that there are no  
other phases which call for at-  
tention. There are. And especi-  
ally it is to be hoped that some  
effort will be made to deal with  
the hordes of Oriental pedestrians  
who shamble along the pavements  
of our principal thoroughfares,  
anyhow and everywhere, to the  
general discomfort and annoyance  
of everybody but themselves.  
There are our cycling friends,  
also, who would be no  
worse for a little judicious  
supervision. In the matter of  
rickshas traffic, Ice House Street  
might very well do with a special  
corps of men to guard the foot-  
going public from danger. These  
are a few points which occur to  
one. They are put forward purely  
in the common interest. Are  
they not worth a little considera-  
tion?

#### A Useful Addition.

The U. S. Court for China has  
recently received as additions to  
its law library, 522 volumes of  
States Reports including those of  
Illinois, Iowa, Massachusetts,  
Michigan, Minnesota, New York  
(Court of Appeals), and  
Pennsylvania. These together  
with the California Reports  
which the Court has had for  
some years, make the States  
mentioned complete to the  
National Reports which the  
Court also has. The library now  
has 3,557 volumes.

### COSTLY CELEBRATIONS.

Cracker-Firing Ends in  
a Serious Blaze.

A fire broke out at six o'clock,  
this morning, at 134, Wing Lok  
Street West, the premises of the  
Yu Kuk, paper and cracker  
merchants, and damage to the  
extent of \$10,000 was done.  
The place is insured for \$18,000  
with Messrs. Meyerink and Com-  
pany.

The fire brigade under Mr.  
King (Deputy Superintendent  
of Police) attended, and managed  
to prevent any further damage  
being done. The fire is supposed  
to have originated from the  
sparks of a forty-foot chain of  
crackers which was exploded in  
commemoration of the opening of  
new premises. The sparks ignited  
a large quantity of crackers stor-  
ed on the second floor.

### CONSULAR RECEPTION.

Senor Darteano's "At Home."

Senor Darteano, the Consul  
General for Peru, was At Home  
to-day on the occasion of the an-  
niversary of the independence of  
Peru, 1821. To the outsider,  
Peru may seem to have but little  
interest in this far distant Colony;  
but it is perhaps not generally  
known that, in the State of Peru  
at the present moment, are well  
over fifty thousand Chinese, and  
that, between these and the  
Hongkong native merchant, a  
very brisk interchange of  
money is continually going on.  
At to-day's reception, H.E.  
Governor and H.E. the General  
and Officer Commanding were re-  
presented by their aides-de-camp, while  
among the callers during the  
morning were most of the local  
Consuls, together with the heads  
of the European business houses  
in Hongkong.

### LANGKAT OUTPUT.

The Langkat output for June  
was 8,833 tons and the average  
daily output was 288.76 tons:—

| July is:—     |          |
|---------------|----------|
| 1st July...   | 283 tons |
| 2nd " "       | 204 "    |
| 3rd " "       | 249 "    |
| 4th " "       | 220 "    |
| 5th " "       | 219 "    |
| 6th " "       | 228 "    |
| 7th " "       | 258 "    |
| 8th " "       | 244 "    |
| 9th " "       | 218 "    |
| 10th " "      | 208 "    |
| 11th " "      | 181 "    |
| 12th " "      | 201 "    |
| 13th " "      | 207 "    |
| 14th " "      | 283 "    |
| 15th " "      | 187 "    |
| 16th " "      | 218 "    |
| 17th " "      | 228 "    |
| 18th " "      | 204 "    |
| 19th " "      | 332 "    |
| 20th " "      | 355 "    |
| 21st " "      | 356 "    |
| 22nd " "      | 348 "    |
| 23rd " "      | 316 "    |
| 24th " "      | 323 "    |
| 25th " "      | 320 "    |
| 26th " "      | 309 "    |
| 27th " "      | 278 "    |
| Total to date | 7,238 "  |
| Daily average | 268.07 " |

International Rugby—The  
Melbourne Match.  
At the adjourned conference of  
the League and Association repre-  
sentatives on July 4 an agreement  
was arrived at so that Victorian  
football will not clash with the  
international Rugby game in  
Melbourne on August 15. The  
conference decided that the  
Association should play one  
semifinal match on August 8 on  
the Melbourne Cricket Ground,  
and the other match on a ground  
to be decided by the Association;  
also that the Association final  
should be played on the Melbourne  
Cricket Ground on August 22.  
The arrangement to August 22  
will be subject to approval of the  
Melbourne Cricket Club, Mel-  
bourne Football Club, and Rich-  
mond Football Club.

### OPIUM CONFISCATED.

Found on the s.s. Atreus.

Mr. J. R. Wood, at the Police  
Court, this morning, made an  
order confiscating 20 lbs. of opium.  
The drug was found concealed on  
board the s.s. Atreus by Detective  
Sergt. Pincoot, and in the absence  
of an owner he made an applica-  
tion a month ago for confiscation.  
The magistrate refused the  
application until notices had been  
posted on the ship, on her return  
trip, indicating the finding of the  
drug.

Det. Sergt. Pincoot reported to  
the magistrate that his instruc-  
tions had been carried out and  
the order was made.

### MOTOR PROSECUTIONS.

The Question of Joy-Riding in  
Shanghai.

The Police regulations with  
regard to joy-riding have under-  
gone slight modification, says the  
Shanghai N. O. Daily News. The  
ban has been removed from  
private and hired cars used by  
foreigners after midnight, subject,  
of course, to due respect being  
paid to ordinary rules, and the  
Police will in future give special  
attention only to parties of Chi-  
nese using hired cars in the early  
hours of the morning. They will  
be turned aside from Bubbling  
Well, but will of course still be  
at liberty to keep up the best  
traditions of "joy-riding" in the  
French Concession.

After all that has been said on  
the subject, it does not appear  
that there need be any prolonged  
dispute between police and  
public. All that is required  
is that cars shall be driven at a  
moderate speed, that motor horns  
shall be sounded with due regard  
to necessity and not as a means  
of advertisement, and that owners  
should moderate their ambition in the matter  
of brilliant head lights. One  
imagines sometimes they feel it  
incumbent upon themselves to  
illuminate a whole neighbour-  
hood and not merely the  
front of their car—which  
is really all that is required.  
The question of headlights is  
being discussed by the Shang-  
hai Automobile Club, and  
doubtless the word will be passed  
round that motor car owners will  
be doing the public a favour by  
economizing in the matter of  
headlights. Otherwise, the Police  
may find it necessary to frame  
another new regulation.

This month the number of  
motor car prosecutions in the  
Mixed Court has touched a record.  
That such prosecutions go up  
with the temperature is shown  
by the records.

Last year for various infringements of the regulations, principally fast or incompetent driving by Chinese chauffeurs, there were in April nine prosecutions, in May two, in June fifteen, and July fifteen.

This year there were nine in April, nineteen in May, twenty-one in June, and so far during the present month, sixty-four. The record number for the present month is due to the fact that prosecutions are taking the place of cautions formerly administered; a change of procedure necessitated by the increasing traffic dangers.

As a rule the fines inflicted are not excessive, generally amounting to \$2 to \$5. This year six people have lost their lives through being knocked down by motor cars, two in February, two in June, and two this month. There have been five fatal tram accidents, but in each case the accident was due to a fall from the car whilst it was in motion. It will be seen that the extraordinary number of prosecutions this month is due to a more strict enforcement of the rules of the road, apparently in danger of being forgotten.



## THE BEECHY CASE.

The Indictment by Crown Advocate.

At the Supreme Court, in Shanghai, on the 21st inst., before Mr. F. S. A. Bourne, C. M. G., Assistant Judge, Harold Laucelot Beechey appeared in answer to a charge of fraud in connection with the British and Belgian Industrial Bank, Ltd. Considerable interest was taken in the proceedings, which were before the following jury: Messrs. P. O'Brien Twigg, E. T. Goodale, F. W. Alexander, P. F. Lavers, and K. H. Martin. Messrs. D. H. Reed and G. A. Johnson were challenged by the counsel for the accused.

Mr. H. P. Wilkinson, the Crown Advocate, with Mr. S. H. McKean appeared to prosecute, and Mr. N. C. Home appeared on behalf of the accused.

The Crown Advocate, in opening the case for the prosecution, said that as regarded the question of time, the jury would have noticed that the Crown did not say that on any particular date these two men, and others, solemnly sat round a table and entered into a conspiracy to defraud certain persons, but the Crown did say that some time between October 5, 1912, and November 30, 1912, Beechey was consenting to the plan with Baron de Macar of founding the British and Belgian Industrial Bank, or any other bank which might have come out of it, that bank, in fact, being a humbug, and being conducted as a humbug. Whether accused joined Baron de Macar or not, it did not matter. What he had to show was that the two men did come in jointly with the plan, and they did it for the purpose of running the bank or any other business arising out of it with the intent of getting people's money on the representation made. It did not matter whether they thought the bank might ultimately be a success; if it had been, they would doubtless have been very glad. It was no uncommon thing for a business to start on a rotten foundation, and then reach a state of semi-respectability. The charge was that the two persons and others conspired to run the bank—an absolutely unsound bank—and to take people's money, either as shareholders or depositors, but they did not treat it as money of depositors or shareholders. What they did with the money was the best proof of what they intended to do with it. What they did with it was to spend it. The bank never did any real banking business at all. Beechey may or may not have been in the thing before October, 1912, but he must have been in some time before, because in the Memorandum and Articles of Association of the British and Belgian Bank, which was incorporated in Hongkong on October 5, 1912, they found in article 110 that the first secretary of the bank was to be H. L. Beechey. That statement was apparently not made without his consent, because there was no other secretary of the bank.

Proceeding, Mr. Wilkinson said the nominal capital of the bank was a million taels, but the total amount of money received one way or another was Tls. 109,000. From that sum, Tls. 28,000 were paid in by gentlemen who promptly took steps to take it out again, so that reduced the amount to Tls. 83,000. The first sum paid into the bank was in June, 1912, before the incorporation of the company. The money was put to a private account in the Hongkong and Shanghai Bank in the name of Baron de Macar. Beechey, said counsel, knew of that account.

The way the money was spent was first in a very gorgeous and big staff. It might be stated by the defence that all the money spent in wages, over \$40,000, was proper bank business, but counsel for the prosecution contended that all the business they did was to keep a big staff and pay it well. They could quite understand how it would be that a Chinese visitor, with Baron Macar at the head of the bank, and a gorgeous staff receiving him, would be taken in, at any rate it would give him the idea of solidity and importance. It has been said that many people have to keep motor cars in order

to get trade, and in that case it seemed that Baron Macar and the accused had to keep up a gorgeous bank to get business.

There was a certain amount received from shareholders, continued Mr. Wilkinson. The extraordinary part was that there were only two share scrip issued. The company was registered in Hongkong, but it did not get its certificate permitting business until October, 1913, and it only got it then after the Registrar had got a little reative. There had been documents issued to agents, and these Counsel described as being as beautiful as the Decoration of the Medium Crop. The parties seemed to have had a weakness for keeping every scrap of paper that they sent to each other. Whether they wanted to be quite sure of what they had written or what they had not written, counsel did not know, but all sorts of papers were found among the documents seized. The British part of the bank was primarily Beechey, and the Belgian part was Baron de Macar.

Counsel then dealt with many of the documents, one of which stated that capital would be forthcoming from Belgium. Mr. Wilkinson remarking that not a cent came from Belgium, all the money subscribed coming from Chinese. They had also the "get rich" scheme, whereby a man with inside information gets money from small investors who have not the time or the inside information to invest, and he then puts it in one large amount and makes money for his clients, instead of for himself. Another scheme which was contemplated was the issuing of bank notes, and among the documents seized was the plate of the notes. They all knew that if they had enough money to redeem a few notes and stop any rush that might ensue, how very easy it was to make money that way.

The case was adjourned to next day.

**Hongkong Ordinance Blamed.**  
At the hearing on July 22, Mr. Home, for the accused, said that the Hongkong Ordinance was largely responsible for the state of affairs. The whole system was wrong, and its existence was the primary cause of what had occurred here. But that was no reason why Beechey should be found guilty of the offence. It must be absolutely proved clearly and beyond reasonable doubt, that Beechey was guilty. Anybody coming into the court and listening to the evidence would have thought that it was a trial of Baron Macar. All through the man behind it all was Baron Macar and not Beechey. Baron Macar had admitted it with perfect honesty. There was no evidence to prove that Beechey received one cent beyond his salary. He submitted that there was very much more than a reasonable doubt as to the guilt of the prisoner.

Mr. Wilkinson summed up, and said that the case for the prosecution had been one of documents. They had seen the light way in which Beechey had treated the matter, and he was just the man who would go in with Baron Macar and if it had come out trumps he would have been on velvet.

His Lordship summed up to the jury, and pointed out that the Belgian Consul had told them that such a company as the British and Belgian bank would never have been registered under Belgian law because a proper proportion of the capital was not paid up. The company went to Hongkong and was allowed to register. It seemed to him that legally Hongkong ought not to have registered the company, and morally, even supposing they could have legally registered, they ought not to have done so. The result was that people registered the companies and came up to Shanghai to prey on the Chinese, and whereas in all civilized countries there was an Act by which people could be protected, yet when the Hongkong Administration launched the companies on them in Shanghai they had no power of protection, and it was only when an officer of the company actually infringed the ordinary criminal law that they could deal with the matter.

The fact that Baron Macar and the accused were able to get their company registered in Hongkong did not at all exonerate them for what they might have done, and that was

## THE POSITION IN CHINA.

Views of Sir Richard Dane.

Sir Richard Dane, who has for the past year been financial adviser to China, particularly as regards the Salt Gabelle, was seen on 26th ult. by a representative of the Morning Post.

"I have come over to escape the hot weather in Peking. It is hot and dusty there when it is not steaming with moisture, and I am simply on leave for holiday purposes. My only object is to get to Scotland and have some fishing. I am after trout, not financial projects. I have only been in China for a year, but I like the country very much and believe in it. The general position is improving steadily. Money is coming in much faster than was anticipated. For two years the South did not contribute; now the influence of Peking is being felt throughout all the provinces, and more and more revenue is coming in. When I left we had received some \$32,000,000, and I believe by now it is about \$34,000,000, and that puts matters on a sound footing. You get a great deal of news over here that is rather a mystery to me. That there is some disorder is obvious, but I think much that is reported is unreliable. The disbanded soldiers have a tendency to become brigands, but I have every reason to believe from my own observation that the country will settle down and be prosperous. At any rate, make it clear that I have no object in returning home except to obtain a pleasant holiday and some fishing.

## The Care of Aborigines.

The Home Secretary has stated that he was totally opposed to the suggestion that aborigines should be handed over to the charge of the Commonwealth. There might be something in the proposal so far as West Australia was concerned, but the conditions were totally different in Queensland, where the Government made a financial success of the operations of the aboriginal settlements.

## Subsidised Doctor.

The Government's scheme for subsidising doctors in the out-districts, daily brings letters to the Minister for Public Health. Writing from Tottenham, the secretary of the Progress Association says: "In cases of sickness, when a patient is in a low state, the cost of bringing a doctor here is \$25, and conveying a sick person 48 miles to Trangie involves considerable risk."

The hon. secretary of a hospital committee movement at Lightning Ridge writes: "Last year we had the sad experience of a man dying on the road to the hospital. The nearest hospitals are Collarenebri and Walgett, both 48 miles distant. The present charge for the attendance of a doctor here is \$20."

really the point which the jury had to deal with. If they could say that Beechey had been perfectly honest then they would acquit him, but if on the evidence they found that he and Baron Macar had been drawing salaries and drawing money from the Chinese with the knowledge that they would never do any business, then they would bring in a verdict of guilty.

The jury retired, and after a short absence returned and brought in a verdict of "Guilty."

Mr. Home appealed to his Lordship for leniency on the ground that the accused bore a good character and that he had certainly been under the influence of Baron Macar.

## The Sentence.

His Lordship said the accused had been found guilty and, in his opinion, quite rightly. He thought the offence was worse than if Chinese had been robbed with violence. He did not say that Beechey was guilty to the same extent as Baron Macar. If his Lordship looked on Beechey as being the principal, he would sentence him to eighteen months imprisonment, but bearing in mind Mr. Home's words on his behalf, and the fact that he was not in any way the prime mover in the fraud, he thought he could sentence him to four months imprisonment with hard labour.

## DAIRY FARM NEWS.

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## AUSTRALIAN NEWS.

Cruelty to Animals.—Some Startling Statements.

Recently, at Sydney, the Minister for Justice, after hearing a deputation from the Animals' Protection Society of New South Wales, said: "You tell a sad story. The hearing of it makes one wonder if the establishment of our civilisation has taken as very far forward, or if, indeed, we are not very far back in humanity's cause. I am with you in deploring the lack of public interest in your society."

In introducing the deputation, Mr. G. Eap, M.L.O., said they wished to refer to certain cases of extreme cruelty to animals, and to certain defects in the law. In regard to the over-crowding and inefficiency of one of stock travelling on the trains, they suggested that the Railway Department should appoint a manager, whose duty would be the care and attention of travelling stock. The society in ordinary cases of cruelty to animals asked that the law should be amended to increase the fine.

Mr. P. U. Trebeck said the society wanted an increase in the present Government subsidy. \$250. Amongst the cases of cruelty which existed in New South Wales was cockfighting. The Minister—Cockfighting here?

Mr. J. D. Donkin, of Wyalong, declared that so far as public interest was concerned the society had not greatly progressed. It was 41 years old, he said, and last year the subscriptions, \$214, amounted to \$1 more than they did in the first year of the society's history. Speaking in favour of the duplication of the trunk railway lines and the need of different methods of handling live stock consignments, Mr. Donkin said that in two years the losses of stock on the railways were 22,000 sheep and 1,300 cattle. At Homebush 790 head of stock had been found dead in the trucks in one day. Recently on the Penrith railway section, out of 120 head of cattle in railway trucks 90 died of injuries received on the journey. Regarding the slaughtering of cattle in the abattoirs, the speaker said that he thought that shooting the animals was far preferable to pithing.

Mr. W. T. Moss, secretary of the association, said that one of the greatest scandals was the treatment of pit ponies.

Mr. Joseph Horne, agent for the Wentworth estate, compared the fines imposed here, in regard to cruelty to animals, with those in England. Here the maximum was \$5, or three months; in England it was \$25, or six months.

Mr. G. Miller, late Under-Secretary for Justice, asked that the Society's inspector should be allowed a concession on the railways and tramways for travelling in the immediate area of Sydney.

The Minister said that he would immediately convene a meeting of the stipendiary magistrates, and bring before the chairman the circumstances which had been represented to him. He did not wish in any way to influence magistrates regarding the manner in which they should administer the law, but they would be asked to,

as far as possible, fully inquire into cases of cruelty. So far as the question of stock travelling on the railways was concerned, the Government intended to complete the trunk line duplications as early as possible. As to the suggestion that one of the Railway Commissioners should be deputed to deal with travelling stock, he confessed that this idea had never struck his colleagues, but he would place it before them immediately. As to the funds of the society, the Government, in its place, would make a special grant. He supposed about £100 per annum would meet the case. Regarding the \$ for \$ subsidy, he would not promise that for all time, but if the society could only arouse further public interest, and obtain more money from the public, the Government would not stop at the subsidy asked for.

## TO-DAY'S ADVERTISEMENTS.

COMPAGNIE DES MES-SAGERIES MARITIMES.

## NOTICE

S.S. "PAUL LECAT"

Consignees of Cargo from London ex s.s. "Normand."

Consignees of Cargo from Bordeaux ex s.s. "Leroy Lallier."

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 3rd August at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th August 1914 or they will not be recognized.

All damaged packages will be examined on Saturday the 1st August at 10 a.m.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 27th July, 1914.

THE HONGKONG, CANTON & MACAO STEAMBOAT Co., Ltd.

## NOTICE TO SHAREHOLDERS

AN INTERIM DIVIDEND OF FIFTY CENTS per share for the Six Months ending 30th June, 1914 will be PAYABLE on FRIDAY, 14th AUGUST, 1914, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from Tuesday 4th August to Friday 14th August (both days inclusive), during which period no Transfer of Shares can be Registered.

By order of the Board of Directors,  
JOHN ARNOLD, Acting Secretary.

Hongkong, 28th July, 1914.

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AS A RESULT OF THE GOOD SHOWING MADE BY WILKINSON'S TANSAN AT TEST, IT HAS BEEN ADOPTED BY THE HOUSEHOLD DEPARTMENT, REPLACING A FOREIGN MINERAL WATER, WHICH HAS PREVIOUSLY BEEN IN USE.

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| 16th Sept.    | 30th Sept.      | 14th Oct.        |                  |

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S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched for YOKOHAMA, KOBE & MOJI on 31st July.  
S.S. "Japan," 6,013 tons, Capt. Seddon, will be despatched for KOBE & MOJI, on 8th Aug.

## WESTWARD.

S.S. "Torilla," 5,205 tons, Capt. Swanson, R.N.R. will be despatched for SINGAPORE, PENANG & CALCUTTA on 30th July.  
S.S. "Dilwara," 5,378 tons, Capt. Ramage, R.N.R. will be despatched as above on 7th August.

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Hongkong, July 28, 1914.

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| FOR                                 | STEAMSHIP       | TO, SAIL   |
|-------------------------------------|-----------------|------------|
| Shanghai, Kobe and Yokohama         | Scandia         | 14th Aug.  |
| "                                   | Sithonia        | 23rd Aug.  |
| "                                   | Liberia         | 11th Sept. |
| "                                   | Altmark         | 18th Sept. |
| "                                   | Arabia          | 9th Oct.   |
| "                                   | Wurttemberg     | 16th Oct.  |
| Victoria, V'vor, S'ho T. & P. (Or.) | Andalusia       | 2nd Aug.   |
| "                                   | Belgravia       | 17th Sept. |
| "                                   | Brasilia        | 12th Oct.  |
| M'los, Hamburg and Antwerp          | Hoerde          | 20th July  |
| Havre, Bremen & Hamburg             | Markomannia     | 11th Aug.  |
| M'los, R'dam, Hamburg & A'werp      | O. J. D. Ahlers | 22nd Aug.  |
| Havre, Emden & H'burg               | Senegambia      | 25th Aug.  |
| H'burg & A'werp                     | Dorfmund        | 1st Sept.  |
| Genoa, Havre & Hamburg              | Holsatia        | 10th Sept. |
| H'burg & Antwerp                    | Saxonia         | 12th Sept. |
| H'burg, Bremen & H'burg             | Scandia         | 21st Sept. |
| R'dam, Hamburg & A'werp             | Sachsen         | 30th Sept. |
| Havre & Hamburg                     | Sithonia        | 1st Oct.   |

For Further Particulars, apply to—

Hamburg-Amerika Linie,  
Hongkong Office.

## SHIPPING

## NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

| Destination.   | Steamers.                                | Sailing Date  |
|--|--|---|
| MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suoz, & Port Said | Iyo Maru<br>Capt. Hirano<br>Capt. Fraser | WEDNES., 29th July, at 10 a.m.<br>WEDNES., 12th Aug. at 10 a.m. |

|   |  |  |
|---|--|--|
| VICTORIA, B.C., and SEATTLE via Shanghai, Keelung, Moji, Kobe, Yokkaichi, Shimidzu and Yokohama | Aki Maru<br>Capt. Noma<br>Sado Maru<br>Capt. | THURS., 13th July, at 4 p.m.<br>TUESDAY, 25th Aug. |
|---|--|--|

|  |  |  |
|--|--|--|
| SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane | Nikko Maru<br>Capt. Takeo<br>Kumano Maru<br>Capt. Soyeda | WED., 29th July, at noon.<br>WEDNES., 26th Aug. at noon. |
|--|--|--|

|                                       |                      |                     |
|---------------------------------------|----------------------|---------------------|
| CALCUTTA via S'pore, Penang & Rangoon | Sanuki Maru<br>Capt. | SATURDAY, 18th Aug. |
|---------------------------------------|----------------------|---------------------|

|                                  |                      |                  |
|----------------------------------|----------------------|------------------|
| BOMBAY via Singapore and Colombo | Jinsen Maru<br>Capt. | MONDAY, 3rd Aug. |
|----------------------------------|----------------------|------------------|

|                           |                            |                              |
|---------------------------|----------------------------|------------------------------|
| NAGASAKI, Kobe & Yokohama | Tango Maru<br>Capt. Soyeda | TUESDAY, 25th Aug. at 5 p.m. |
|---------------------------|----------------------------|------------------------------|

|                       |                       |                      |
|-----------------------|-----------------------|----------------------|
| SHANGHAI, Moji & Kobe | Rangoon Maru<br>Capt. | WEDNESDAY, 12th Aug. |
|-----------------------|-----------------------|----------------------|

|                 |                            |                                |
|-----------------|----------------------------|--------------------------------|
| KOBE & Yokohama | Kamo Maru<br>Capt. Shimizu | WEDNES., 29th July, at 11 a.m. |
|-----------------|----------------------------|--------------------------------|

Fitted with new system of wireless telegraphy.

## REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st &amp; 2nd class) available for 3 months.

|                     | YOKOHAMA | KOBE    | MOJI    | NAGASAKI |
|---------------------|----------|---------|---------|----------|
| Return.             | Return.  | Return. | Return. | Return.  |
| 1st class.....\$135 | \$122    | \$108   | \$95    |          |
| 2nd class.....\$ 81 | \$ 75    | \$ 65   | \$ 57   |          |

With option of Rail between Steamer's Calling ports in Japan.  
For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For                   | Steamers. | To Sail.             |
|-----------------------|-----------|----------------------|
| SAIGON                | Kaigan    | 29th July at d'light |
| PAKHOI & H'PHONG      | Sungkiang | 29th July at 9 a.m.  |
| SHANGHAI              | Luchow    | 30th July at 4 p.m.  |
| SHANGHAI & TSINGTAU   | Chenan    | 1st Aug. at m'night  |
| WEIHAIWEI & TIENTSIN  | Huichow   | 4th Aug. at 10 a.m.  |
| MANILA, CEBU & ILOILO | Taming    | 4th Aug. at 4 p.m.   |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Tea." Excellent saloon accommodation amidst electric fans fitted extra staterooms on deck aft on "Taming" & "Tea."  
SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaohsing" and the S.S. "Kanchow" "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares—Hongkong to Shanghai:—Single \$45, Return \$75.  
Do. Hongkong to Tsingtau:—Single \$78, Return \$125.

For Freight or Passages apply to

## BUTTERFIELD &amp; SWIRE

Telephone No. 36

Hongkong 28th July, 1914.

## RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Outward Bound.

The New S.S. Novgorod, Commander Kostromitrloff, 5,500 tons registered, 14,000 tons displacement, with excellent passenger accommodations and wireless telegraph, is expected to arrive here on Sunday night the 26th instant and will sail on Monday afternoon the 27th instant for Nagasaki and Vladivostok.

Fares: 1st class to Vladivostok \$100— to Nagasaki \$50.  
Inter. 3rd class do \$40— do \$20.  
Time: Hongkong to Nagasaki 5 days and Hongkong to Vladivostok 9 days.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHMANOFF, Agent,  
Hotel Marlons, 3rd Floor, Rooms 12a & 14,  
Tel. No. 1224.

ongkong, July 23, 1914.

## SHIPPING

JAVA-CHINA-JAPAN  
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

| Steamer    | From  | Expected on or about | For   | Will leave on or about |
|------------|-------|----------------------|-------|------------------------|
| Tjilhal    | JAVA  | 2nd half July        | SHAI  | 2nd half July          |
| Tjitaroem  | SHAI  | 2nd half July        | JAVA  | 2nd half July          |
| Tjipanas   | JAVA  | 2nd half July        | SHAI  | 1st half Aug.          |
| Tjibodas   | JAVA  | 2nd half July        | JAPAN | 1st half Aug.          |
| Tjilahl    | JAVA  | 2nd half July        | JAVA  | 1st half Aug.          |
| Tjilwong   | JAPAN | 2nd half July        | JAVA  | 1st half Aug.          |
| Tjilmanock | JAVA  | 1st half Aug.        | SHAI  | 2nd half Aug.          |
| Tjilaljal  | JAVA  | 1st half Aug.        | JAPAN | 2nd half Aug.          |

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building. 115

## TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,  
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

| Steamer.     | Displacement<br>(Tons & Speed) | Leave Hongkong.     |
|--------------|--------------------------------|---------------------|
| Chiyo Maru   | 22,000 - 21 knots              | Tues., 4th August.  |
| Tenyo Maru   | 22,000 - 21 knots              | Tues., 25th August. |
| Nippon Maru* | 11,000 - 18 knots              | Tues., 8th Sept.    |
| Shinyo Maru  | 22,000 - 21 knots              | Tues., 22nd Sept.   |

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10, Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £68.

\*Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

## SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Kyo Maru 17,200 - 15 knots Wed., 5th August.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage &amp; Freight, apply to

S. MORIMOTO, Agent.

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KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

| Steamer.   | Arrive Hongkong<br>from Australia. | Leave Hongkong<br>for Australia. |
|------------|------------------------------------|----------------------------------|
| Aldenharn  | 4th July.                          | 31st July, 10 a.m.               |
| Empire     | 1st Aug.                           | 28th Aug.                        |
| St. Albans | 22nd Aug.                          | 18th Sept.                       |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston &amp; Co.

Agents.

## DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

| Steamships. | Captain        | Leaving.                      |
|-------------|----------------|-------------------------------|
| Haitan      | J. W. Evans    | TUESDAY, 28th July at 11 a.m. |
| Halching    | W. C. Passmore | FRIDAY, 31st July at 11 a.m.  |
| Haiyang     | A. E. Hodgins  | TUESDAY, 4th Aug. at 11 a.m.  |

FOR SWATOW.

|        |               |                               |
|--------|---------------|-------------------------------|
| Haimun | A. H. Stewart | WEDNES., 29th July at 11 a.m. |
| Haimun | A. H. Stewart | SUNDAY, 2nd Aug. at 10 a.m.   |

During the months of July and August First Class Return Fares to Foochow will be subject to a reduction of 50% on the full Fares.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik &amp; Co.

General Managers.

## LOG BOOK.

Accident to the Denshin-Mar. The Osaka Mainichi reports that the Amagasaki Steamship Company's steamer "Denshin-maru" stranded on the shore of the Inland Sea at Tadanoumi, Hiroshima prefecture, during a dense fog at 10 a.m. on the 12th instant. Her hull was damaged and a large quantity of water entered. It will take two or three days yet to refloat the steamer. It is feared that the cargo is badly damaged.

## Training Ship Tsugaru.

The training ship Tsugaru, which recently left Yokosuka on a training cruise with 58 Japanese and 18 Chinese students of the Naval Engineering College at Yokosuka, has returned to port after a 52 days' voyage. Admiral Ijichi, Commander-in-Chief of Yokosuka Port Admiralty, and other officers, visited the ship to greet her on her safe return. Admiral Suzuki, Vice-Minister of the Navy, who came down on behalf of the Minister, addressed the students on their duties. The Chinese students are to proceed to Shanghai in a few days. His Majesty the Emperor sent Captain Matsumura, an aide-de-camp, to the training ship to welcome her.

—Japan Chronicle.  
Rickmers Line Ready for the Coming Battle.

According to an Ostasiatischer Lloyd telegram, dated Berlin, July 14, the East Asiatic Shipping Conference, meeting at Paris, has decided to continue to fight the Rickmers Line. The agents in China of the Rickmers people—Messrs. Diederichsen & Co.—were recently interviewed on the subject. The China Press was informed that, although the meeting in Paris was not supposed to take place until the 8th prox., it was quite probable that such a decision had already been made.

It was pointed out, however, that the prime movers in such a decision would be the Hamburg-American Line and the Norddeutscher Lloyd—who wish to reserve for themselves the increasing outward trade from Germany; rather than the British, French, and Japanese members of the Conference. It was further stated that, in all probability, the Rickmers Line will eventually be invited to join the Conference, but that the company, in view of its strong financial position, is indifferent as to whether it is in or out of the Conference. The Rickmers Line, according to the last balance sheet, is in a very strong position and commands very large reserve funds. These facts are admitted by the British, as well as the German, press.

As is well known, the Rickmers Line is a family concern, and it was only owing to a difference between some of the members of the family that it became known that the financial position of the company is even stronger than is revealed by the balance sheet. In the last balance sheet the reserves amount to about 50 per cent. of the capital and all the properties, buildings, and installations of the shipbuilding yards in Bremerhaven, have a value of several million marks, but have been written down to one mark, or practically nothing.

The opposition brought forward at the shareholders' meeting reveals the fact that the extra reserves provide another total of eight million marks, so that, instead of paying a dividend of 6 per cent., 15 per cent. could have been divided without shaking in the least the strong position of the company. The directors of the company admitted quite frankly that those reserves did exist, but that in view of the coming fight with the Conference lines, such reserves were highly necessary, in order that the company might view the position with equanimity, and still be in a position to continue the payment of the customary dividends. The agents remarked that, as the Rickmers Line possessed a "fighting" fund of about 10 million marks, lively times might be expected. They further commented on the fact that as the Conference lines were not backed by large running contracts from Siberian ports—as is the case with the Rickmers Line—their losses must soon reach an enormous total.

Oysters, Fresh, Fried or Stewed  
Findon Haddock, Kippers &c.  
ALEXANDRA CAPE



# THE HONGKONG TELEGRAPH SECOND EXTRA

HONGKONG, TUESDAY, JULY 28, 1914

## "SHELL" TRANSPORT.

Sir Marcus Samuel Replies to Mr. Churchill.

The annual general meeting of the members of the "Shell" Transport and Trading Company (Limited) was held on June 22 at Winchester House, Old Broad-street, London, under the presi-dency of Sir Marcus Samuel, Bt., the chairman of the company.

The Secretary (Mr. E. A. Smith-Rewse) having read the notice convening the meeting and the auditors' certificate,

The Chairman, who was cordi-ally greeted, said:—Ladies and Gentlemen,—Before presenting the balance-sheet to you, a duty devolves upon your directors to rebut the statements of Mr. Winston Churchill (hear, hear), made in the House of Commons about this company and its directors. The first and most serious is that we have exploited the necessities of the Admiralty, that we are a trust next to the Standard Oil Company—a trust of such mag-nitude that Mr. Winston Church-ill has assigned to us a very important position in the oil trade. He has stated that there was a combination among various com-panies so close and binding that there was no free market, and he has implied that the oil trade was controlled by the Standard Oil Company and the Shell Company. If this be so, what is the reason that for the years from 1907 to 1911 not a single ton of liquid fuel was purchased by the Ad-miralty from the Shell Company? In 1912 this company supplied no more than one-seventh of the oil fuel imported by the Admiralty in that year, and that quantity we supplied at a price which left the company a heavy loss. It was largely in consequence of the very low prices ruling then that pro-duction was discouraged and an inevitable recession occurred 12 months later. In 1913 of the total quantity of oil imported by the Admiralty our company supplied less than one-eighth. The re-maining seven-eighths were derived from nine separate vendors, not one having the most remote connection nor alliance nor agreement with the Shell Com-pany, nor among themselves. I am sure that when the First Lord realizes these facts he will at once agree that he was completely misinformed when he stated in the House of Commons that there was a "ring" against the Admiralty and that we were con-cerned in it and that there was no "free market." (Hear, hear.)

The argument of Mr. Winston Churchill that because there was not an "open market" it was necessary for the Government to develop oil fields themselves goes by the board when it is re-membered that in addition to the nine companies from whom sup-plies were drawn in that year the Admiralty have notoriously obtained for 1914 and following years large supplies from Mexico, from the Scottish Shale Oil Pro-ducers, and from the Shell Company, whilst they know, too, that supplies are increasing in Trinidad, Sarawak, and Egypt, and that the opening of the Pan-ama Canal will place vast quanti-ties of oil at their disposal.

Cause of the Rise in Price. The great rise in the price of which Mr. Winston Churchill complains was, amongst other natural causes, due to the pro-spective demands of the Admi-ralty being concealed instead of being announced as early as possible. (Hear, hear.) The imports of oil by the Admiralty in 1913 were no less than 150 per cent. in excess of those in 1912. With such a large and sudden increase in demand the wonder is that the Admiralty had not to pay still higher prices, and that they did not prove the elasticity of the oil market. The

Admiralty, if they wished to secure supplies, made the grave mistake of supporting one com-pany only (hear, hear), and of keeping at arm's length this company, whom the First Lord has honoured by describing as a power in the oil world. The specification prepared for liquid fuel for the Admiralty was of a character which excluded many sources of oil from supplying it. With the growth of the require-ments of the Admiralty for liquid fuel it became necessary to obtain larger supplies, and then, and then only, was this company approached. We cannot betray Admiralty secrets, and, unless Mr. Winston Churchill releases us, we may not disclose the actual figures at which we have sold to the Admiralty, even for refuting the accusation, which we deeply regret, that we are only courteous "at a price."

An Invitation to the Admiralty.

Mr. Churchill's sneer. But since the accusation has been made, we invite the Ad-miralty to disclose the f.o.b. price at which we sold them, and at the same time to state the price paid to others for supplies bought at the same moment. My colleague, Mr. Deterding, resents as deeply as I do the insinuations made against this company that we have been courteous to the Admiralty only "at a price." Mr. Winston Churchill himself, in his speech in the House, acknowledged how much he was indebted to Mr. Deterding, and consequently to the company, for what had been done for the Admiralty. It is to be regretted that in the report of the debate Mr. Deterding's name, which was mentioned by Mr. Churchill, was accidentally omitted.

We next come to a sneer by Mr. Winston Churchill which is unworthy of him. He stated that if the Government did not con-clude the purchase of the Persian Oil Fields, the Shell Company would have bought them, and under some high-sounding patriotic name would have regis-tered another company. His sneer applied, no doubt, to the fact that the Company in which the Shell Company and the Royal Dutch Company are the sole shareholders is called the Anglo-Saxon Petroleum Company, whilst it is agreed that in those of our companies, which operate in British territories the majority of the directors shall be British subjects. The Dutch sources of supply now produce 1,500,000 tons of petro-leum annually. We have never done a greater service in securing a supply of liquid fuel for the Navy than when we realized the potentialities of the Dutch East Indies. (Hear, hear.)

The Company and the Royal Dutch Company.

The reproach that we might suffer from a foreign alliance would possibly have held good if it were with a country having conflicting interests with Great Britain and having a fleet requir-ing large supplies of liquid fuel. Neither of these conditions applies to Holland, and it has not been the least of the difficulties of your directors that the censures directed against this company have been based upon the fact that they were in alliance with the Royal Dutch Company. We have not only never denied, but we are proud of the asso-ciation. (Hear, hear.) It has promoted good feeling between the two nations, and this will progress unless it is disturbed by unwise, ungenerous, and mis-leading misrepresentations. Most fortunately, Mr. Deterding and his Dutch colleagues are broad-minded men, and they have not resented the attitude which has been taken. But on the contrary, they have given, and I am quite sure will continue to give, every help that they possibly can to the British Admiralty if they will frankly state what it is they require and give us time and opportunity for providing it.

I am only too glad to chronicle

## SPECIAL CABLES.

(Special Pacific Service to the "Telegraph"—Router.)

### THE BOXER INDEMNITY.

#### STUDENTS FOR AMERICA.

Peking, Received July 28. One hundred students supported from the Boxer Indemnity Fund left for America on July 15, including twelve women, who are the first women students to go to America under the Indemnity Fund.

### CHINESE RAILWAYS.

#### COSTLY UNDERTAKING PROJECTED.

Peking, Received July 28. It is reported that the preliminary contract has been signed between the Cheio Tung-fu and a Belgian syndicate to construct a line from Lanchowfu to Kaidja, a length of 1,850 miles at a cost of \$12,000,000. The security given for the money will be the line itself and the mining concessions in Kanau and Sinkiang.

### THE POLL TAX QUESTION.

#### EX-GOVERNOR TO INVESTIGATE.

Peking, Received July 28. The Government has ordered the retiring civil Governor of Canton to visit Kwongchow before proceed-ing to Peking in August, in order to find out the facts in connection with the alleged poll tax.

It is stated that the Central Government will discuss the matter with the French Minister on arrival of the civil Governor.

that since the Admiralty realized their needs, since equal oppor-tunity was given to this company with their competitors, a totally different spirit has prevailed, and it was therefore astonishing to us to hear that, under the pretext that there was a "ring" against the Admiralty, and that we were parties to the "ring," it was thought necessary to take a step new to Government practice and to involve public funds in a commercial adventure. In the tale that I shall presently have to unfold to you in connection with your own business, you will see our total production for 1913 amounted to 4,000,000 tons. The small quantity which the Ad-miralty took from us is a bagatelle compared with this, and your interests are therefore financially independent of prejudices and attacks even by a Government Department. But we would express the hope that, with the elucidation of the facts which we have placed before you, the prejudice which has existed against this company may be dispelled. Under no circum-stances whatever will your directors and managers—British or Dutch—resent to the injury of the British Empire the griev-ances which we have had against individuals. In spite of what has occurred, such service, advice, or assistance as we can possibly render to the Admiralty will be freely, willingly, dis-interestedly, and always at their disposal if they choose to avail themselves of it. (Cheers.)

Ladies and Gentlemen,—Never has it been my privilege to submit to you such a balance-sheet as I now have the pleasure of putting before you for the year ended December 31, 1913. After pro-viding a sum of \$14,021 2s. 6d. for depreciation on investments (we never take credit, as against this item, for appreciation on securities already written down);

after debiting to profit and loss not only the entire expenses on the new issue of Preference and Ordinary capital amounting to \$5,202 3s. 3d., but the entire stamp duty on increase of capital of \$12,500, we are still able to carry to the balance sheet \$1,800, 25s 13s. 4d. (Cheers.)

I must refer a moment to the figures on the liabilities side of the balance-sheet. You will find that during the current year \$900,000 (very largely derived from premium on new shares) has been added to the reserve, raising this item to \$3,900,000. Whilst the amount of the carry forward this year is shown as \$326,514 6s. 7d., it is in reality \$18,308 4s. more because you will see that in the appropriation state-ment we have given the full amount of the second interim dividend actually paid out to the shareholders. It must be borne in mind, however, that there stands at the credit of dividend account the amount of \$18,308 4s., as shown in the balance-sheet, which will be brought into effect in the 1914 accounts. The dividend of 35 per cent. for the year, which is paid free of income-tax, is payable upon \$4,047,610, whilst Preference dividend has been paid on the full capital of \$2,000,000, both being material-ly larger sums than in the pre-vious year. In securities invested outside the business, in bills receivable, fixed deposits with bankers, and cash at bankers, on current account, and at short notice, we had in hand at the close of the year \$2,100,000 of liquid resources.

#### Provision for Depreciation.

In the brief summary which was issued with the report, the item to which I wish to direct your attention is the fact that the Anglo-Saxon Petroleum Company (Limited) and the Bataafsche Petroleum Maatschappij have set aside for depreciation for the year \$1,218,000, this making with that

set aside from the inception of those companies in 1907, \$5,508, 000, or 55 per cent. of the original capitalization. (Cheers.) Nor is this all. Every subsidiary com-pany in which we have a voice is financed on the same sound lines. Each provides its own deprecia-tion. Whilst I am on the question of the resources of the company, you must have observed, with the pleasure that it has given your directors, the fact that the Bataafsche insurance fund has been raised during the year by a sum of no less than \$260,000, and that it now stands at \$780,000.

#### A "Fortunate" and "Most Interesting" Year.

The year under review has been not only a fortunate but a most interesting one. Upon the declaration of the British Admi-ralty that they had decided to use liquid fuel on a large scale in view of its overwhelming advan-tages so constantly demonstrated to them by this company by tak-ing their engineers on Shell boats and imparting to them all the knowledge we had obtained, hopes were raised high that the policy of "a fair field and no favour" would at length prevail. (Hear, hear.) Under this stimulat-ing influence, a determined effort was made by all the producers to furnish the Admiralty with such a supply of liquid fuel as would warrant them in continuing in their enlightened policy of increasing the units in the fleet to burn oil, for we are convinced that a coal-fired fleet cannot survive against one oil driven. Great success has attended our efforts, which were devoted (in so far as prospects of success existed) to the development of fields: all over the world, especially includ-ing British territory or places under British jurisdiction.

The First Lord of the Ad-miralty has misconstrued this action, and has assumed that our purpose was to raise prices. The motive that prompts us is to obtain large, constant, and wide-spread supplies from as many sources as possible. This obviates dependence upon any one field, and enables us to undertake business and to give contracts of supply practically without a force majeure clause. A fleet once on liquid fuel, cannot afford to contract and be subject to a force majeure clause which quite suddenly becomes operative. It is in the best interests of consumers that certainty of supply should be established.

#### Oil Supplies from Sarawak and Trinidad.

When I last had the pleasure of addressing you our production in Sarawak was about 65 tons a day. It is now 260 tons a day. This proven field has been brought into bearing at an expenditure of only \$225,000; that is what it stands at in your books to-day. A great change has come over the position in Egypt. A few months ago we were frankly pessimistic as to the outlook of that field. We are more fortunate than most companies in the fact that we have in our service a staff of geologists whose ex-perience in very widely separated countries is probably unique in the oil world. In pass-ing, I may tell you that we have also a school for the training of boremasters by practical experience, and this has often stood us in good stead. In Egypt, our geologists found there were signs of oil akin to those which they had observed in another territory where we are working. Following their indi-cation, a well was put down on a site chosen. It proved to be a remarkable and astounding well. Up to that time wells of 100 or 200 tons a day were looked upon as phenomenal, whereas the well in question gave an initial pro-duction of 4,000 tons per day. It was quite impossible to deal immediately with such a flow of oil, and a great deal of it lost. Owing to the necessity of bottling

it down to proportions with which we could deal, it was never flowed to its full capacity. After some time an incursion of water took place which caused us grave anxiety as to the future of the well. It has now settled down to a pro-duction of about 140 tons a day, water having been reduced to 33 per cent. Some years ago some American prospectors drilled for oil at Gemash, but abandoned the effort to obtain it. It appears that the water there was never properly shut off. The theory is that it is water from that old well which has penetrated to those we are drilling, and from which great trouble was experienced in the earlier Gemash wells. We still hope that we shall succeed in shutting off this water completely. I have always con-tended that nature does not deal in retail, and it is extremely improbable that this rich well will constitute an only one. We therefore look with some hope and confidence to getting ulti-mately a regular production from Gemash.

We are even more hopeful, in this connection, of a supply from Hargada, where, undoubtedly, the credit of locating the field is due to our own geologists. A well struck oil, and has for some months given a steady and sustained flow of about 25 tons a day. A large drilling programme has been marked out on this field, as we have good grounds for stating that the antichlor is a long one. We have voluntarily associated with the Egyptian Government. We have given them a participation in profits. We have invited them to place a director on the board of the Anglo-Egyptian Oil Company (Limited), and they have nominated the Hon. Hugo Baring to fill that position. We have not asked them for any financial assistance, although we have given them a right of pre-emption on our Egyptian produc-tion. We have participated with three other parties in the develop-ment of Trinidad, where a certain measure of success has been attained, and where we hope, when the territory is more known, to obtain a regular and a large production. From these three sources it appears to us probable that the Admiralty requirements for liquid fuel, even on a large scale, can be supplied if we could be certain of its offtake when we have manufactured it.

Look at the growth and pro-gress of this great business. We have not had, and we have never sought, financial assistance from any Government, nor have we enjoyed any subsidy or any protection, and, I regret to say, we have not always had even fair play. We have kept entirely free from "Trusts"—a reproach so often levelled at this company by competitors, who have made grossly unfair use of an argument which they know to be untrue. Yet, as the balance-sheet which we have placed before you shows, a business conducted upon thoroughly sound lines is able to hold its own, and to give to its shareholders the splendid re-sults which able management has alone secured. (Hear, hear.) In yet another sphere of our activities we have had very great suc-cess. I refer to Mexico, where we acquired an area of carefully selected and promising oilfields 20,000 acres in extent. We paid very little for these lands, because they were unproven. We thought this much better in your interest than buying developed property, because here again we had confidence in the sagacity of our geologists. Early in the year we struck a well giving a flow which increased to 180,000 barrels a day. It took us by surprise, because we had not looked for anything approaching such a large pro-duction. With great energy our staff on the spot set themselves to work and got ourselves amongst the largest producers in Mexico. (To be concluded To-morrow)



## SORE THROAT:

### Its Cause and Cure.

Few ailments are more painful and annoying than Sore Throat, which is so prevalent just now.

This complaint always means that the sufferer has inhaled germs—particles of vegetable life as ex-tremely minute that a physician through the microscope, they look like little specks, as shown in the above disc.

The quickest and most thorough way of killing these germs is to suck a few Formant Tablets. The pain and swelling rapidly diminish, the mouth and throat feel thoroughly clean and refreshed, and in a short time the Sore Throat is cured.

Formant is just as effective, too, as a preventive of Sore Throat and of much more dangerous epidemic diseases like Diphtheria, Consumption of the Lungs, Scarlet Fever, and Measles.

### Praised by 7,000 Physicians.

Wulff's Formant Tablets are held in the highest esteem by medical men. For instance, a physician writes in "The Practitioner": "I have never had Sore Throat myself since I began to use Formant, although I suffered periodically before."

Formant is habitually used by well-known people like the Right Hon. Arthur J. Balfour, M.P., Lord Justice Buckley, and Sir Gilbert Parker, M.P. To take only a few examples, Lord Glanville writes: "I have been using Formant for Sore Throat with most satisfactory results." Signor Curcio, the world-famous tenor, writes: "I have found Wulff's Formant Tablets very beneficial to the throat and pleasant to the taste." The Bishop of Bath and Wells writes: "Wulff's Formant is a remedy and preventive, the value of which is appreciated in this house."

Such eminent people would not allow their names to be published if they had not proved the efficacy of Formant. Their names are a guarantee that it would be worth your while to try Formant, which can be obtained of all Chemists, and also to send this coupon for a Free Copy of a valuable Handbook on Sore Throat, Diphtheria, etc., written by a London physician.

Only a limited number of copies are available for free distribution, and there is sure to be a quick demand for these. Post this coupon at once, and thus make sure of securing your copy. Wulff's Formant can be obtained of all Chemists, in bottles containing 50 tablets. Insist on the genuine Formant, and refuse worthless and harmful substitutes.

### FREE HANDBOOK.

Please send me a Free Copy of "Hints on Sore Throat."

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Address .....

A. Wulff & Co.,

6, Kiangkang Road, Shanghai.

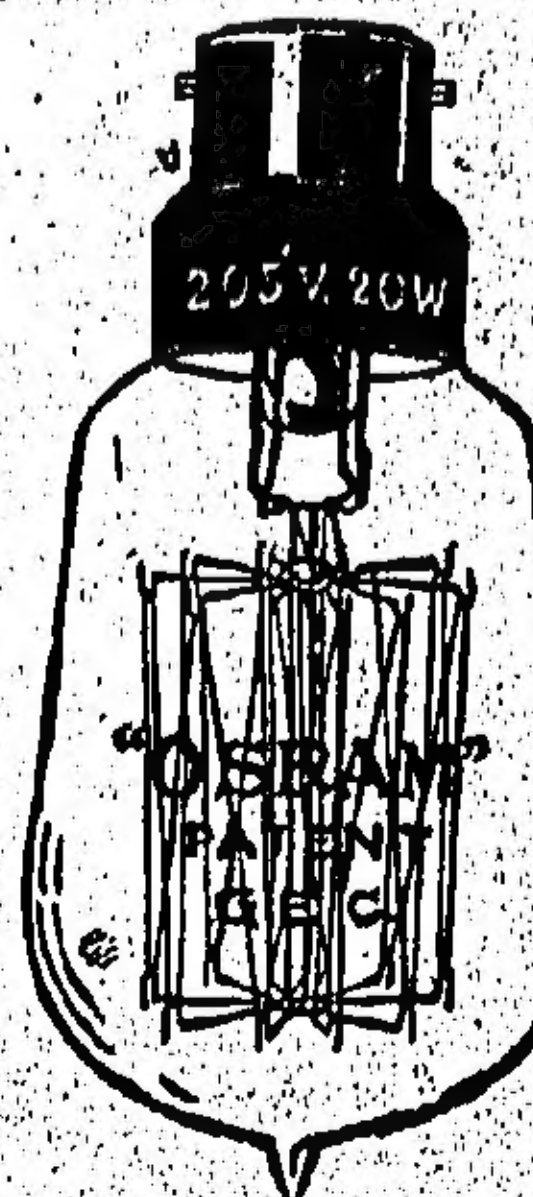
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## APENTA

Natural Aperient Water

For use by  
THE BILIOUS,  
THE GOUTY,  
THE CONSTIPATED,  
and  
THE OBES.

DOSE:—A Wineglassful before Breakfast.





## SHIPPING

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

| For                    | Steamship | On                        |
|------------------------|-----------|---------------------------|
| S'hai & T'au           | Esang     | Thur., 30th July at noon  |
| S'PORE, Pang & C'cutia | Loval     | Fri., 31st July at 2 p.m. |
| MANILA                 | Loongsang | Sat., 1st Aug. at 2 p.m.  |
| TIENTSIN via Swatow    | Chipshing | Sun., 2nd Aug. at 10 a.m. |
| W'wei & C'foo          | Yuensang  | Sat., 8th Aug. at 2 p.m.  |
| MANILA                 | Yuensang  | Sat., 8th Aug. at 2 p.m.  |
| S'hai, Kobe & Moji     | Yatsing   | Wed., 12th Aug. at noon   |

## Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Laisang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat" and "Sulsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dainy, Weihaiwei, Taingtau.

Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

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## THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice

"Shire" Line Service.—Homeward.

| For              | Steamers       | Date of Sailing |
|------------------|----------------|-----------------|
| LONDON & ANTWERP | Carnarvonshire | 31st Aug.       |

Trans-Pacific "Shire" &amp; "Glen" Joint Service.

| For               | Steamers       | Date of Sailing |
|-------------------|----------------|-----------------|
| TORIA V'VER S'TLE | Den of Airtle  | 10th Aug.       |
| TACOMA & P'LAND   | Merionethshire | 8th Sept.       |
| TORIA V'VER S'TLE | Merionethshire | 8th Sept.       |
| TACOMA & P'LAND   | Cardiganshire  | 30th Sept.      |

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

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Yokohama, Kobe, Hongkong and Rangoon.

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## THE TAIKOO DOCKYARD &amp; ENGINEERING CO. OF HONGKONG, Ltd.

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Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

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Pumps empty Dock in 2-3/4 hours.

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100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.

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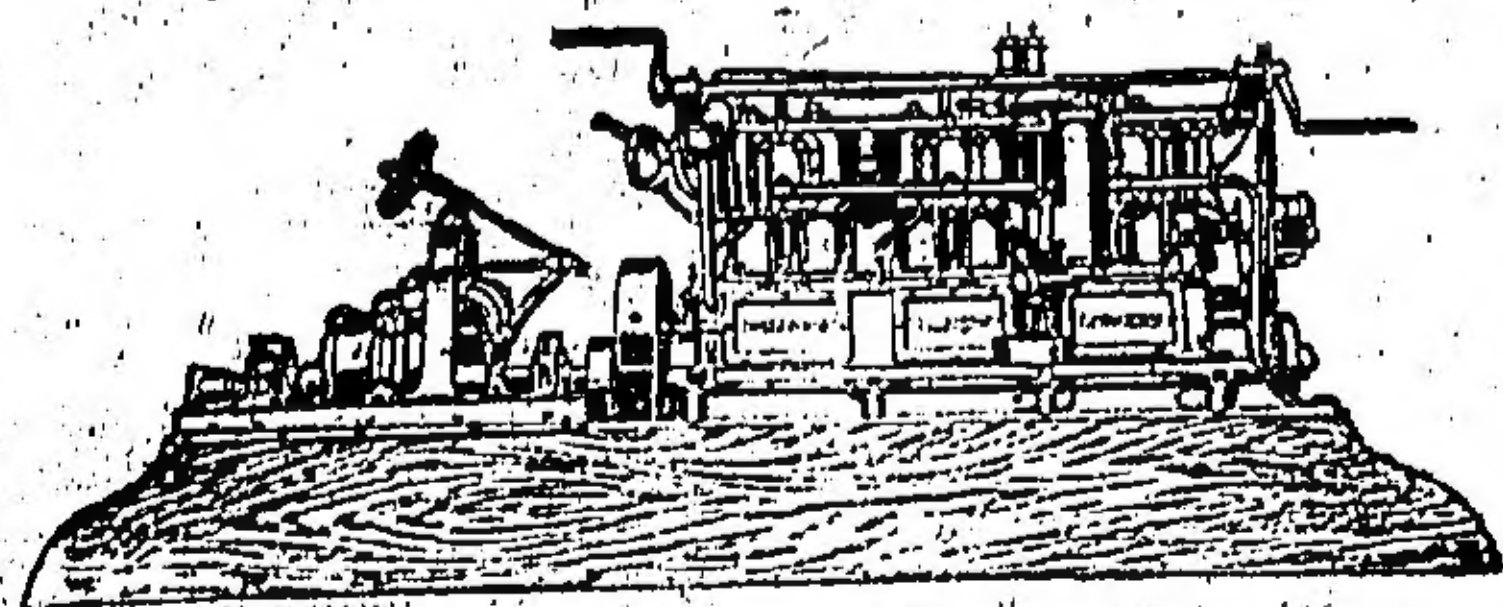
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RAFT OF EVERY DESCRIPTION.

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## VESSELS LOADING.

## EUROPEAN PORTS.

| Destination.                                    | Vessel's Name. | For Freight Apply To | To be Despatched. |
|---|----------------|----------------------|-------------------|
| Marseilles, London & Antwerp via Singapore, &c. | Iyo Maru       | N. Y. K.             | 29, July          |
| Marseilles, Rotterdam etc.                      | Stentor        | R. & S.              | 1, Aug.           |
| London, via Usual Ports of Call                 | Devanha        | P. & O.              | 1, Aug.           |
| T'te, Fiume V'ce, via S'pore etc.               | Silesia        | S. W. Co.            | 5, Aug.           |
| London & A'werp via S'pore etc.                 | Syria          | P. & O.              | 5, Aug.           |
| N'les, G'oa, A'rs, L'on S'ton, &c.              | P.E. Friedrich | M. & Co.             | 5, Aug.           |
| Genoa, Dunkirk & Hamburg                        | Friska         | H. A. L.             | 7, Aug.           |
| Havre B'men & Hamburg &c.                       | M'komannia     | H. A. L.             | 11, Aug.          |
| M'les, R'dam, Hamburg & A'werp                  | O.D.J. Ahlers  | H. A. L.             | 22, Aug.          |
| Havre, Emden & H'burg                           | Senegambia     | H. A. L.             | 23, Aug.          |
| London & Antwerp                                | Carshire       | J. M. Co.            | 31, Aug.          |
| H're, H'burg, A'werp &c.                        | Dortmund       | H. A. L.             | 1, Sept.          |
| Genoa, Havre & H'burg                           | Holstia        | H. A. L.             | 10, Sept.         |
| Hamburg & Antwerp &c.                           | Saxonia        | H. A. L.             | 12, Sept.         |
| Havre, Bremen & H'burg &c.                      | Scandia        | H. A. L.             | 21, Sept.         |
| R'dam, H'burg & Antwerp &c.                     | Sachsen        | H. A. L.             | 30, Sept.         |

## NEW YORK, SAN FRANCISCO AND CANADA.

| Destination.  | Vessel's Name. | For Freight Apply To | To be Despatched. |
|---|----------------|----------------------|-------------------|
| Victoria, V'ver, S'tle & P. (Or.)                     | Andalusia      | H. A. L.             | 2, Aug.           |
| San Francisco, via Keelung, Shanghai and Japan &c.    | Siberia        | P. M. Co.            | 2, Aug.           |
| San Francisco, via Shanghai, M'la, Japan and Honolulu | Chiyo M.       | T. K. K.             | 4, Aug.           |
| Boston and New York via Ports and Suez Canal          | Royal Prince   | A. K. & Co.          | 5, Aug.           |
| V'toria, Tacoma, Seattle etc.                         | Tenue          | B. & S.              | 5, Aug.           |
| Vancouver via S'hai & Japan &c.                       | E. of Asia     | C. F. R.             | 5, Aug.           |
| Via, B.C., T'ma via K'lung, Japan                     | Tacoma M.      | O. S. K.             | 5, Aug.           |
| Victoria, Vancouver, Seattle, Tacoma & Portland       | Den of Airtle  | J. M. Co.            | 10, Aug.          |
| San F'co via S'hai & Japan &c.                        | China          | P. M. Co.            | 12, Aug.          |
| Seattle via Nagasaki etc.                             | Minnesota      | N. Y. K.             | 14, Aug.          |
| Boston & New York                                     | C. F. Laeisz   | H. A. L.             | 15, Aug.          |
| V'toria, B.C., T'ma via S'hai &c.                     | Panama M.      | O. S. K.             | 19, Aug.          |
| San Francisco, via Shanghai, M'la, Japan and Honolulu | Tenyo M.       | T. K. K.             | 25, Aug.          |
| San Francisco, via Shanghai, M'la, Japan and Honolulu | Nippon M.      | T. K. K.             | 8, Sept.          |
| Vancouver via S'hai, Japan etc.                       | Monteagle      | C. F. R.             | 9, Sept.          |
| Victoria, V'ver, S'tle & P. (Or.)                     | Bolgravia      | H. A. L.             | 17, Sept.         |
| V'toria, V'ver, S'tle & P'land (Or.)                  | Brasilia       | H. A. L.             | 12, Oct.          |

## AUSTRALIA.

| Destination.                | Vessel's Name. | For Freight Apply To | To be Despatched. |
|-----------------------------|----------------|----------------------|-------------------|
| Australian Ports via Manila | Nikko M.       | N. Y. K.             | 29, July          |
| Australian Ports via Manila | Aldenharn      | G. L. Co.            | 31, July          |
| Fremantle                   | Onsang         | B. & Co.             | 5, Aug.           |
| Australia Ports             | P. Waidemar    | M. & Co.             | 8, Aug.           |
| Australian Ports via Manila | Changsha       | B. & S.              | 14, Aug.          |

## SINGAPORE, COAST PORTS AND JAPAN.

| Destination.                                    | Vessel's Name. | For Freight Apply To | To be Despatched. |
|---|----------------|----------------------|-------------------|
| S'hai, Moji, Kobe & Yokkaichi                   | Kawachi M.     | N. Y. K.             | 29, July          |
| Kobe and Yokohama                               | Kamo M.        | N. Y. K.             | 29, July          |
| Bombay via S'pore, Port S'ham, Penang & Colombo | Malay M.       | O. S. K.             | 29, July          |
| Shanghai  | Kagan          | B. & S.              | 29, July          |
| Foochow via Swatow & Amoy                       | Delta          | P. & O.              | 30, July          |
| Yokohama, Kobe and Moji                         | Kaijo M.       | O. S. K.             | 30, July          |
| Shanghai  | Dunera         | D. S. Co.            | 31, July          |
| Shanghai, Y'hama, Kobe & Moji                   | Bohemia        | S. W. Co.            | 1, Aug.           |
| Shanghai, Kobe and Yokohama                     | China          | S. W. Co.            | 1, Aug.           |
| Manila  | Vorwaerts      | S. W. Co.            | 1, Aug.           |
| Tamsui via Swatow and Amoy                      | Loongsang      | J. M. Co.            | 1, Aug.           |
| Bombay via S'pore & Colombo                     | Daigi M.       | O. S. K.             | 2, Aug.           |
| Shanghai, Kobe & Yokohama                       | Jinsen M.      | N. Y. K.             | 3, Aug.           |
| Manila, Cebu and Iloilo                         | Tuebingen      | M. & Co.             | 3, Aug.           |
| Swatow, Amoy and Foochow                        | Taming         | B. & S.              | 4, Aug.           |
| Shanghai, Moji, Kobe & Y'hama                   | Haiyang        | D. L. Co.            | 4, Aug.           |
| S'hai, N'aki, Kobe & Yokohama                   | Sardinia       | P. & O.              | 5, Aug.           |
| Kobe and Moji                                   | M. & Co.       | M. & Co.             | 5, Aug.           |
| Shanghai, Kobe & Yokohama                       | Riojun M.      | D. & Co.             | 9, Aug.           |
| Shanghai, Kobe & Yokohama                       | Rangoon M.     | N. Y. K.             | 12, Aug.          |
| Shanghai, Kobe & Moji                           | Yatsing        | J. M. Co.            | 12, Aug.          |
| Bombay via Singapore, etc.                      | Indo M.        | O. S. K.             | 12, Aug.          |
| Shanghai, Kobe and Yokohama                     | Alesia         | H. A. L.             | 14, Aug.          |
| Shanghai, Kobe and Yokohama                     | Sithonia       | H. A. L.             | 23, Aug.          |
| Kobe and Moji                                   | Banri M.       | D. & Co.             | 6, Sept.          |
| Shanghai, Kobe and Yokohama                     | Liberia        | H. A. L.             | 11, Sept.         |
| Swatow, Amoy and Yokohama                       | Altmark        | H. A. L.             | 18, Sept.         |
| Batavia, Cheribon, Samarang, &c.                | Tjilatjap      | J.C.J. L.            | Q. desp.          |
| Japan   | Tjikini        | J.C.J. L.            | Q. desp.          |
| Shanghai  | Tjikini        | J.C.J. L.            | Q. desp.          |
| Batavia, Cheribon, Samarang, &c.                | Tjimahi        | J.C.J. L.            | Q. desp.          |
| Shanghai  | Tjitaroom      | J.C.J. L.            | Q. desp.          |

## MOVEMENTS OF STEAMERS.

## VESSELS ADVERTISED TO DEPART TO-MORROW.

| For       | Vessel     |
|-----------|------------|
| Haiphong  | Sungliang  |
| Holhow    | Johanne    |
| Ceylon    | Iyo Maru   |
| Shanghai  | Tjikini    |
| Foochow   | Haimun     |
| Australia | Nikko Maru |
| Bangkok   | Anghin     |
| India     | Malay Maru |

## VESSELS ADVERTISED TO ARRIVE TO-MORROW.

| From:    | Vessel |
|----------|--------|
| Shanghai | Chonan |
| Europe   | Delta  |

## CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF JAPAN left Vancouver on July 23rd, a.m.

The C. P. R. s.s. MONTEAGLE left Yokohama on July 13, between 2 and 4 p.m.

The C. P. R. s.s. EMPRESS OF RUSSIA left Yokohama between 2 & 4 p.m. July 21.

The C. P. R. s.s. EMPRESS OF ASIA left Yokohama at 7 p.m. on July 20, and was due to arrive at Kobe at 5 p.m. on July 21.

The C. P. R. s.s. EMPRESS OF INDIA left Shanghai at 8 p.m. on July 25, and was due to arrive at Nagasaki at noon on July 27.

## AMERICAN MAIL.

The P. M. s.s. CHINA sailed from Yokohama on Wednesday, July 22, for Hongkong via Manila.

The P. M. s.s. SIBERIA will be despatched from this port at 10 o'clock a.m. on Sunday, August 2, for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu.

## AUSTRALIAN MAIL.

The E. & A. s.s. EMPIRE left Sydney for this Port on the 25th instant at 9 a.m. with the outward English Mails, and is due here on the 29th inst. at about 4 p.m.

The A. O. Line s.s. CHANGSHA left Sydney on the 14th inst. for Hongkong via Thursday Island, Port Darwin, Zamboanga and Manila and may be expected to arrive here on or about 8th August.

## ENGLISH MAIL.

The P. & O. s.s. DELTA left Singapore for this Port on the 25th instant at 9 a.m. with the outward English Mails, and is due here on the 29th inst. at about 4 p.m.

## GERMAN MAIL.

The I. G. M. s.s. PRINCESS ALICE carrying the German Mails with dates from Berlin of the 8th inst. left Colombo on Sunday, the 25th inst. a.m. and may be expected here on or about Wednesday, the 5th August.

The I. G. M. s.s. KLEIST which left here on Wednesday, the 22nd inst. at 10 a.m. arrived at Singapore on Sunday, the 26th inst. at 5 p.m.

The I. G. M. s.s. GOEBEN which left here on the 24th June arrived at Genoa on Saturday, the 25th inst. p.m.

The I. G. M. s.s. YOROK which left here on the 22nd July, arrived at Shanghai on Saturday the 25th inst.

## MERCHANT STEAMERS.

The S. L. s.s. DEN OF AIRLIE left London on the 21st ult., and is due at Hongkong on the 8th August.

The S. L. s.s. CARNARVONSHIRE from Vancouver is due at Hongkong on the 25th Aug.

The Mogul Line s.s. LENNOX sailed from the United Kingdom on 18th June, and is due to arrive here on or about the 30th inst.

The Mogul Line s.s. ERROLL sailed from the United Kingdom on 11th July, and is due to arrive here on or about the 23rd August.

The East Asiatic Co. s.s. SIAM left Port Said on Monday the 13th inst. and may be expected here on or about 18th August.

The Ben Line s.s. BENVENUE from Leith, Middlebrook & London left Singapore for this port on 23rd instant, and may be expected to arrive here on or about 25th inst.

The s.s. RUBI left Manila on Sunday the 20th inst. and is due here on Wednesday 29th inst. a.m.

## VESSELS IN PORT.

## Steamers.

Demodocus, Br. s.s. 6,689, A. E. Dodd, 12th inst.—Singapore, 7th inst. Gen.—Order.

Lysemoon, Ger. s.s. 1,238, E. A. Ahagon, 13th inst.—Saigon, 10th inst. Rice—Chinese.

Sulsang, Br. s.s. 1,737, Simpson, 13th inst.—Freemantle, Gen.—J. M. & Co.

Noleus, Br. s.s. 6,684, D. Maclean, 16th inst.—Singapore, 12th inst. Gen.—B. & S.

Kanukuk, Br. s.s. 2,593, T. J. Archbold, 17th inst.—Haiphong, Gen.—S. O. Co.

Paklot, Ger. s.s. 1,012, Pallmer, 17th inst.—Bangkok, 10th inst. Rice—B. & S.

Zafiro, Am. s.s. 4,000, F. S. McMurray, 18th inst.—Manila, 15th inst. Gen.—S. T. & Co.

Skerries, Br. s.s. 2,553, 21st inst.—Java, 12th inst. Sugar—J. C. J. L.

Waishing, Br. s.s. 1,170, A. S. Woodgate, 21st inst.—Saigon, 18th inst. Rice—J. M. & Co.

Mendip Range, Br. s.s. 2,995, Foxworthy, 23rd inst.—Moji, 16th inst. Coal—G. & Co.

Onsang, Br. s.s. 1,757, Picknell, 22nd July—Java, 12th July, Sugar—J. M. & Co.

Anna, Norw. s.s. 1,017, A. Arutzin, 23rd inst.—Bangkok, 17th inst. Rice & Cotton—Chinese.

Haldia, Norw. s.s. 1,055, J. Jorgensen, 23rd inst.—Amoy, 22nd inst. Gen.—J. C. J. L.

Kwangso, Br. s.s. 1,302, G. J. Spink, 23rd inst.—Swatow, 22nd inst. Ballast—B. & S.

Prometheus, Norw. s.s. 1,024, E. Jensen, 24th inst.—Bangkok, 17th inst. Rice—P. & Co.

Siberia, Am. s.s. 18,000, A. Zuider, 24th inst.—San Francisco, 25th June, Gen.—P. M. Co.

Johanne, Ger. s.s. 952, Oho. Ulders, 25th inst.—Holhow, 24th inst. Gen.—J. & Co.

Indrakula, Br. s.s. 3,607, A. H. Smith, 24th inst.—Keelung, 22nd inst. Gen.—J. M. & Co.

Derwent, Br. s.s. 1,365, J. Jenkins, 25th inst.—Saigon, 21st inst. Rice—Chinese.

Sabine Rickmers, Dut. s.s. 573, 24th inst.—Singapore, 17th inst. Bulk oil—A. P. Co.

Chipsing, Br. s.s. 1,127, E. W. Schank, 25th July—Wel-hai-wei, 20th July, Gen.—J. M. & Co.

Hsin Ching, Chinese, 1,480, D. S. Ross, 26th inst.—Tientsin, Gen.—C. M. S. N. Co.

Hue, Fr. s.s. 942, Cornelissen, 28th July—K. O. Wan, 25th July, Gen.—A. R. Marty.

Hoardo, Ger. s.s. 3,358, Hensen, 28th July—Portland, 24th June, Flour & Gen.—H. A. L.

Loksang, Br. s.s. 978, P. W. Ritchie, 28th July—Chafoo, 20th July, Gen.—J. M. & Co.

Luchow, Br. s.s. 1,223, Meathrel, 28th July—Shanghai, 23rd July, Gen.—H. & S.

Shinsei Maru, Jap. s.s. 1,054, Tomosawa, 27th July—Kwangyuen, 24th July—Cement Stone—Suruki & Co.

Silesia, Ger. s.s. 2,864, H. Christensen, 28th July—Shanghai, 22nd July Gen.—H. A. L.

Sungliang, Br. s.s. 1,600, G. Robinson, 27th July—Haiphong, 23rd July, Gen.—B. & S.

Torilla, Br. s.s. 3,189, C. J. Swanson, 27th July—Kobe, 20th July, Gen.—D. S. & Co.

## TIDE TABLE.

27th July, to 2nd Aug. 1914.

| Day of Month | High Water<br>Mean Time | Low Water<br>Mean Time |
|--------------|-------------------------|------------------------|
| Mon. 27      | 10 00                   | 4 00                   |
| Tues. 28     | 10 00                   | 4 00                   |
| Wed. 29      | 10 00                   | 4 00                   |
| Thurs. 30    | 10 00                   | 4 00                   |
| Fri. 31      | 10 00                   | 4 00                   |
| Sat. 1       | 10 00                   | 4 00                   |
| Sun. 2       | 10 00                   | 4 00                   |



# THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, TUESDAY, JULY 28, 1914.

## THE WORLD OF SPORT.

### OUR HOME SPORTS LETTER.

#### Turf Reflections—Heavyweight Boxing.

[From Our Special Correspondents.]

London, July 3rd.  
Many Englishmen who are concerned with racing have (our correspondent "Centaur" writes) been keenly interested in the race for the Grand Prix de Paris, which was decided on Sunday last at Longchamp, that lovely course in the Bois de Boulogne. There were many present to see what happily proved to be one of the finest races witnessed on any racetrack for many years. Moreover, why should not English breeders and owners be much concerned with this particular event? It is one of the few important French races open to any country. In this, of course, it differs from the French Derby, in which English horses are not allowed to compete, though, as is generally well known, the French are always welcome at Epsom for our own Derby. It is otherwise, as has been remarked, where the Grand Prix is concerned, and certainly it attracts our breeders, as may be gathered from the fact that for the event decided last Sunday there were originally no fewer than 94 entries made in England. The total entry was between five and six hundred, and the value to the winner was little short of \$15,000.

This, of course, makes the Grand Prix the richest race in the world, and the nearest approach to it in England is the Eclipse Stakes at Sandown Park, which last year was worth between eight and nine thousand pounds to Mr. August Belmont, who was successful with Treacy. The city of Paris guarantees \$10,000 towards the gross value of the prize money, which can be put at something like \$16,000. For apart from the big sum earned by the winner the second and third horses get substantial amounts, and there are also various breeding grants. Altogether, therefore, it is a truly wonderful race, and has undoubtedly done a great deal in encouraging the breeding of the thoroughbred in France.

Unfortunately for its international aspect there was no candidate to represent England on this occasion. The last time an English horse won was in 1906 when the Derby winner, Spear-mint, was successful. This year our Derby winner was the French bred Jaxar, who was included in last Sunday's field. There was certainly some curiosity to see how he would shape, although in the interval he had been beaten for the French Derby by Sardapale.

A rich man in Baron Maurice de Rothschild won the richest race, and it was this horse, Sardapale, that enabled him to add the distinguished honours of the Grand Prix to those of the Derby. And what a race it was—so thrilling in its closing stages, and so eminently satisfactory in what it yielded! Only those who were actual witnesses can realise the intense nature of the struggle that developed to a grand climax between Sardapale and Baron Edouard de Rothschild's La Farina. On an earlier occasion this year the latter had defeated Sardapale, and in consequence there was a sharp division of opinion in France as to which would prevail. Thus there was only a shade of difference between them in the betting on the pari-mutuel, the preference resting with Sardapale. This long drawn out battle began over half a mile from home, when Sardapale

drew up to La Farina, who to this point had made all the running. From that moment every yard was doggedly contested, the jockeys Stern and O'Neill giving a brilliant display, and stamping themselves as quite the finest jockeys in Europe at the present time. It was only in the last hundred yards that La Farina was mastered, Sardapale's supremacy being demonstrated to the extent of a neck. Four lengths away, Darbar was third, a fact which suggests that the English three-year olds are poor by comparison, though it is as well to remember that the race for the Derby at Epsom was a fiasco owing to the complete failure of the start. Sardapale is a better-looking horse than La Farina, the latter being light and narrow, while the other one has a lot of substance. He is by Prestige, a great horse in his day in France, for in the seasons 1905 and 1906 he ran sixteen times and was never beaten.

#### English Racing.

Coming now to English racing, again it has to be noted that at Sandown Park the chief race, the Sandringham Foal Stakes, was marked by another most expensive failure on the part of Mr. J. B. Joel's horse, Happy Warrior. When this horse was surprisingly beaten for the St. James's Palace Stakes at Ascot, it was said that the owner had the enormous sum of \$10,000 on him. He was again an odds-on favourite now and could not gain a place! Either his able trainer, C. Morton, has made a very big mistake or the horse will not reproduce his capabilities on a racetrack. The race I am referring to was won by Mr. W. M. Singer by his good horse Sir Eager, who beat Lanias, the best three year old apparently in Mr. Gilpin's stable.

The first of the extremely pleasant and informal July meetings at Newmarket opened on Tuesday, being honoured with the presence of the King. His Majesty was suitably dressed for the weather which was simply tremendously hot. On this course, however, the saving grace is the stately plantation which affords a cool and grateful shade. Society men in white flannel and ducks, and the ladies in the "irreducible minimum" of garments, gathered under these trees, only emerging to watch some fairly interesting racing. One of the events on the opening day was the July Stakes, perhaps the oldest race for two-year-olds in the country. Some famous horses have won it in the past, but the last winner subsequently to win the Derby was Lord Rosebery's Cicero in 1904. This year there were only four runners of whom Mr. Bassett's Roseland so completely dwarfed the others in point of merit as to be made a long odds-on favourite. He won in a canter by six lengths and this son of William the Third is unquestionably one of the best young horses of the season. Others are Lady Josephine and King Priam, both Ascot winners. Roseland is not the only high class two-year-old at this Newmarket meeting. At Ascot he had just failed to give 7lbs. to Colonel Hall Walker's debutant, —Let Fly,—a handsome son of White Eagle who now came out again to win the Exeter Stakes. He had not a big task, but he won in such immaculate fashion as to suggest he must be right among the top class. Another smart two-year-old winner at the

meeting is Security, who won the Brookley Stakes in the first week of the season for Lord Villiers. She still retains her form, as shown by taking the Stud Produce Stakes. Many young horses that win early in the season train right off and are never heard of again. For the second year in succession Santair won the Duke of Cambridge's Handicap—a \$1,000 mile race. This is an enormous horse, and it might be imagined that he is unsuited by hard going, but he just revels in it and after a pretty finish he defeated Mr. George Edwards' Dirmore by a neck.

Of course the event of the third day was the success of Lord Cadogan's The Carragh in the Princess of Wales's Stakes, a mile and a half event that was once of a nominal value of \$10,000. It is still a valuable race and some famous horses have won it in the past. The Carragh had not much to beat, and he won even money by a neck from His Majesty's Brakespear, who was receiving 5 lb. less than weight for age. He had no chance of winning at this margin, but he ran well, notwithstanding. Only one other event need be mentioned. Golden San won the July Cup for Mr. Jack Joel. This is a famous race for sprinters, and for the second year in succession Horner's Beauty was beaten by one of Mr. Joel's. That horse is on the down grade, as he did not even run into a place. World's Heavyweight Champion-ship.

Jack Johnson, the giant negro with the gilt-edged smile, is still a wonderful boxer. He is thirty-six years old, and has led a life of gaiety and luxury since the dollars came merrily rolling in. But though he may have thickened a little, his muscles are still as tough as whipcord, and he retains to the full his ring-craft and fistie skill, though not quite all his speed. He swept aside the efforts of Moran, the Pittsburgh dentist, as though that Hercules were a puny boy, and he remains World's Champion by merit as well as title. The match took place on Saturday evening, and Moran had boasted that next morning he would worship at the Madeleine as the World's White Champion. But when he got into the ring he shaped almost like a novice. Just three incidents will serve to show the character of the one-sided fight. In the fifth round Johnson deliberately allowed Moran to hit him nearly a dozen times, the nigger meanwhile turning to the crowd, incoherent showman, that he is, and winking impudently. Then, as though to show how easy it was to put an end to that sort of thing, he made a half stop back, dealt but one blow, like the thud of a piston rod, and the dentist went staggering across the ring. The only real blow Moran landed on the nigger was to the chin in the 13th round. It was a real good one. Johnson stepped back, clapped his hands, and smiled approvingly at his adversary. From the 15th to the 18th round, Johnson hardly made an attempt to hit Moran. At one point, indeed, the nigger folded his arms, and pivoted slowly, whilst Moran walked round him like a bull-pup touring round an elephant. Moran stood up until the end of the 20th round, but he was so outclassed, despite the fact that the nigger had scarcely made a lead, that there was never the least doubt that the referee, Georges Carpentier, the young French boxer, would give the verdict in favour of Johnson. There were over twelve thousand people present, representing receipts amounting to about \$8,000. Women bearing great names in French society were seated round the ring in evening dress, whilst among sportsmen present were the Duke of Westminster, the Earl of Salford, Baron James de Rothschild, Mr. Alfred Vanderbilt, Mr. Spencer Eddy, formerly

American Minister to Argentina, M. Barthou, formerly Premier of France, and Senator Watson, West Virginia. No sooner had Johnson, on being declared winner, hopped out of the ring like a schoolboy, than efforts were made to persuade him to defend his title again, this time against a much worthier opponent, the genial Sam Langford, his coloured rival. A London sportsman had already offered to put up \$5,000 for the match, and Johnson has now agreed to meet Langford, but only on condition that he receives the whole of this amount, together with a percentage of the picture rights whether he wins, draws or loses. These stiff terms have been accepted by the promoters of the fight, and it is expected that articles will be signed for it to take place in October.

The contest between ex-Bombardier Wells, the inexplicably popular champion of Great Britain, and Colin Bell, the sturdy, good natured Australian heavy-weight, was hardly any more satisfactory. It was just as one-sided, but there was this difference. Whilst Johnson played with his man, Wells, who could not afford to take risks, tried to win in the fastest possible time. He did so in a trifle over five minutes, the Australian being hopelessly knocked out by a terrific right swing to the jaw, in the second round. He practically asked for it. Bell might obtain engagements in a music hall to show his splendid muscular development, but it is very doubtful whether he will ever attain any success in the ring. Against Wells he was very awkward and clumsy, swinging his blows without much idea as to direction. Someone had evidently told him that, Carpenter fashion, he must bustle Wells. But the rushing tactics of the Australian were very different from those of the incomparable French boy. It was the bull-necked rush of the gigantic Porikos compared with the serpent onslaught of the furious D'Arignau. Carpenter is said to have received \$400 to referee the Paris match, by the way, a little sum for an evening's amusement, but he was a great draw. The French ladies simply idolise him. Bell may console himself that he only suffered at the hands of Wells precisely what Wells did at the hands—large and hefty hands—of Gunboat Smith. When Wells is all in training—as he was to meet the Australian—he can be relied on to beat any mere plucky but clumsy fighter. But let that fighter be also a reasonably good boxer, and "kabot." Some of the alleged critics are now talking of the Bombardier as world's champion again, and suggesting another meeting with Carpenter. I imagine the latter, whether he win against the "Gunboat" or not, will always be happy to oblige Wells at any odd time. He is, however, aiming at bigger game.

## LATEST SHIPPING NEWS.

### MOVEMENTS OF STEAMERS.

The P. & O. s.s. SOCOTRA left Singapore for this Port on the 27th instant at 5 p.m. and is due here on the 1st August, at noon.

### AUSTRALIAN MAIL.

The E. & A. s.s. EMPIRE left Sydney for this Port (via Queensland Ports, Port Darwin, Timor & Manila) on the 11th inst. and may be expected to arrive here on the 4th August.

### CANADIAN MAIL.

The C.P.R. s.s. EMPRESS OF ASIA left Manila at 6 a.m. on July 28, and is due to arrive at Hongkong at 6 p.m. on July 29.

## TELEGRAMS.

[The following telegrams arrived too late for insertion on Page 1.]

### THE EUROPEAN CRISIS.

#### THE CZAR'S DECLARATION.

[Reuter's Service To "The Telegraph."]

London, Received July 28.  
The Times correspondent at St. Petersburg states that the Czar has gone to the Finnish Skeries. Authorising partial mobilisation, the Czar said to the Grand Council of Ministers:—"We have stood this sort of thing for seven and a half years. This is enough."  
Simultaneously Germany has been informed that the remainder of the Russian Army will be mobilised in the event of German mobilisation.

### JUNKMEN CHARGED.

A Debtor who was Drowned.

This afternoon, at the Police Court, before Mr. J. R. Wood, five junk people were charged, with detaining another by force on their junk at Aberdeen.

Mr. W. Crowther Smith prosecuted, and Mr. D. J. Lewis, of Messrs. Johnson, Stokes and Master, defended.

The allegations against the prisoners were that they took a man, who owed them money, on board their junk and endeavoured to detain him until he paid the money. The man, however, escaped from his captors and jumped into the harbour, where he was drowned.

A Chinese who gave evidence said that the deceased made offers of small payments on account, but the payment of the whole amount was insisted on. A suggestion was then made that \$10 should be paid the next morning and the balance, which was to be guaranteed by the witnesses, to be paid on November 28. The men would not accept witness guarantee and asked him to get someone else to do so as security. They endeavoured to get another man to guarantee payment, but he would not and the deceased was asked to go on board the junk, being informed that if he did not go, he would be taken to the Police Station.

The case was proceeding as we went to press.

### The Indian Abroad—A Question of Landing.

The Secretary to the Department of External Affairs, at Melbourne, on July 4, referring to the refusal of the Customs officials in Sydney to allow a half-caste Indian from New Zealand to land, said that he had ascertained that the man had a ticket for Sydney only. He said that he was bound for Colombo, and was informed that immediately arrangements were made for his passage there the embargo upon his landing would be removed. He referred the immigration official to a firm of solicitors, whom he said would make the necessary arrangements, but although they were twice communicated with they did nothing, and no application for the man's release was made.

"I have told the authorities in Sydney," concluded Mr. Hunt, "to allow him to land immediately on his undertaking to leave by the Osterley, the boat he said he was going to travel by."

## AUSTRALIAN DENTISTRY.

Dentists and the Law: Proposed Legislation.

The recent announcement by the Premier that a Dentists' Registration Bill would be introduced during the forthcoming session, has stirred the dentists of Sydney into activity, and in connection with foreshadowed legislation a meeting of dentists was held at the Royal Society's rooms on July 6. Over 100 dentists were present.

Dr. Maxwell Allen occupied the chair, and Mr. Fitzsimons attended as representative of the committee of the Dental Association. A meeting of the committee had been held earlier in the evening, at which a number of questions had been framed, embodying certain recommendations the committee considered it desirable should be made to Parliament. These questions were submitted for consideration at the general meeting, it being understood that the representations made by the committee to Parliament would be governed by the opinions expressed by the vote of members. The questions submitted to the meeting were as follow:—

1.—Are you in favour of an Amending Dental Act?

2.—Are you in favour of giving registration to non-registered practitioners for five years and over?

3.—Are you in favour of persons engaged in dentistry between two and five years being registered on passing a modified examination in operative and mechanical dentistry and materia medica?

4.—Are you in favour of giving to students having vested rights under articles of apprenticeship the same privileges as are set out in question 2, the articles to apply to students whose articles include both operative and mechanical dentistry?

5.—Should the board be of dentists only?

6.—Should the board be an elective or nominee board?

During the discussion it was agreed that legislation was very desirable in order to close up the ranks of the profession. The view generally taken was that unregistered practitioners of five years' experience should be admitted without registration; but that a modified examination was necessary in cases where the experience had been limited to a lesser period. Some fear was expressed that the proposed Act might not prove more effective than the last Dental Act, "but you can take it from me," said Mr. Fitzsimons, "that if this bill is passed there are going to be no more unregistered dentists in the State of New South Wales."

The first four questions were answered in the affirmative, and in respect to the last two the meeting was emphatically in favour of (1) a board of dentists only, and (2) a board wholly elective.

The resolutions of the meeting will be embodied in a draft bill to be submitted to the Government, and a committee of six was appointed to have this done:—Dr. Leyer, Messrs. Fitzsimons, Fyfe, Johnson, Cleary, and Alexander.

### Water Polo.

To-morrow afternoon the R.G.A. meet the V.R.O. "A" in a water polo match. The following will represent the V.R.O.:—Forbes, R. A. Carvalho, A. V. Barros, J. O. Finch, A. S. Ellis, C. J. Cook and J. M. Roza Pereira.

## "DOING" THE FAR EAST

### CURIOUS SIGHT IN HONGKONG.

Gentlemen as Rickshas and Chair Coolies.

It was for a wager of \$200 (gold) but the task was only partly completed. This afternoon two members of the banking world of San Francisco, well-known in Californian Society, who are making the round trip on the Chiyo Maru—by name Mr. R. L. Rose and Mr. Charles Kirkstein—thought to break the monotony of their stay in Hongkong by developing the qualifications of ricksha and chair coolies, and at the Grand Hotel, Rose bet the other \$200 gold that he would pull him to the local offices of the T.K.K., and back, if Kirkstein conveyed Rose there and back in a chair. Rose pulled Kirkstein to the T.K.K. offices and back, a large and laughing crowd following. Kirkstein, not to be beaten, got a chair with an assisting coolie and took Rose to the offices, but was stopped on the way back in front of the Hongkong Hotel by the police, on account of the sensation caused in the city. The bet was later settled at the bar of the Grand Hotel.



No need to wrap up against

## SORE THROAT

if you suck Formamint Tablets.

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Lord G. G. G. writes: "I have been using Wulff's Formamint for Sore Throat with the most satisfactory results."

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Formamint is sold by all Chemists in bottles of fifty tablets. Buy a bottle to-day, and always carry it with you for immediate use when you are exposed to infection. Send a postcard, mentioning this paper, to A. Wulff and Co., 6, Kinkiang Road, Shanghai, who will send you an interesting Booklet which fully explains the nature and uses of Formamint, and contains much valuable information.







# FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

| Name        | Class                    | Tons   | Guns | I.H.P. | Commander                      | Reported at |
|-------------|--------------------------|--------|------|--------|--------------------------------|-------------|
| Alacrity    | Despatch-boat            | 1,700  | 12   | 2,000  | Comdr. A. Coochran             | Cruising    |
| Alas        | Admiralty tug            | —      | —    | —      | Master W. West                 | Hongkong    |
| Bramble     | Gunboat                  | 710    | 2    | 900    | Lt.-Com. V. R. Brandon         | Hongkong    |
| Britomart   | Gunboat                  | 710    | 2    | 900    | Lt.-Com. Preston Thomas        | Hongkong    |
| Cadmus      | British sloop            | 1,070  | 6    | 1,400  | Capt. M. S. Fitzmaurice        | Yangtze     |
| Cherub      | Water tank and tug       | 390    | —    | 300    | Master H. Smith                | Hongkong    |
| Chelmer     | T. B. Destroyer          | 560    | —    | 7,550  | Lt.-Com. H. T. England         | Weihaiwei   |
| Clio        | British sloop            | 1,070  | 6    | 1,400  | Comdr. Mackenzie, D.S.O.       | Yangtze     |
| Colne       | Torpedo-boat destroyer   | 560    | 4    | 7,500  | Comdr. Seymour                 | Weihaiwei   |
| Hampshire   | 1st class cruiser        | 10,850 | 10   | 20,500 | Capt. H. W. Grant              | Weihaiwei   |
| Jed         | Torpedo boat destroyer   | —      | —    | —      | Lt.-Com. G. A. Mullock         | Weihaiwei   |
| Kinaha      | River gunboat            | 616    | 4    | 1,200  | Lt.-Com. H. Marryat            | Yangtze     |
| Kennett     | Torpedo-boat destroyer   | —      | —    | —      | Lt.-Com. F. A. H. Russell      | Weihaiwei   |
| Merlin      | Surveying ship           | 1,040  | —    | —      | Lt.-Com. C. J. B. Gibson       | Lahau       |
| Minotaur    | 1st class cruiser        | 14,600 | —    | 27,000 | Capt. E. B. Kiddle             | Weihaiwei   |
| McCorhen    | River gunboat            | 180    | 2    | 800    | Lt.-Com. Alan Dixon            | West River  |
| Newcastle   | 2nd class cruiser        | 4,800  | 12   | 22,000 | Capt. Frederick A. Powlett     | Weihaiwei   |
| Nightingale | River gunboat            | 85     | 2    | 240    | Lt.-Comdr. M. Murray           | Yangtze     |
| Ribble      | Torpedo-boat destroyer   | 590    | —    | 7,500  | R. W. Wilkinson                | Weihaiwei   |
| Robin       | River gunboat            | 85     | 2    | 240    | Lt.-Comdr. Nash                | West River  |
| Rosario     | Depotship for Submarines | 980    | —    | 1,400  | Lt.-Comdr. Cromie              | Hongkong    |
| Sandpiper   | River gunboat            | 85     | 2    | 240    | Lt.-Com. I. S. Hutton          | West River  |
| Shipe       | River gunboat            | 85     | 2    | 240    | Lt.-Com. Maurice Leslie        | Yangtze     |
| Teal        | River gunboat            | 180    | 2    | 800    | Lt.-Com. Hon. S. P. B. Russell | Yangtze     |
| Thistle     | Gunboat                  | 710    | 2    | 900    | Lt.-O. G. F. L. Page           | Weihaiwei   |
| Triumph     | Battleship               | 11,915 | —    | 12,500 | Ast. Comdr. A. Sussmann        | Hongkong    |
| Tamar       | Receiving Ship.          | —      | —    | —      | Comdr. Anstruther, C.M.G.      | Hongkong    |
| Uak         | Torpedo-boat destroyer   | 590    | —    | 7,500  | Lt.-Comdr. Maxwell             | Weihaiwei   |
| Welland     | Torpedo-boat destroyer   | 590    | —    | 7,500  | Lt.-Com. Foignard              | Hongkong    |
| Widgeon     | Gunboat                  | 195    | 2    | 800    | Lt.-Comdr. J. O. Borrett       | Yangtze     |
| Woodcock    | Gunboat                  | 150    | 2    | 500    | Lt.-Com. M. B. Blackwood       | Yangtze     |
| Woodlark    | Gunboat                  | 150    | 2    | 500    | Lt.-Comdr. Lloyd               | Yangtze     |
| O. 35,      | —                        | —      | —    | —      | Lt. Pope                       | Hongkong    |
| O. 37,      | —                        | —      | —    | —      | Lt. McGillivie                 | Hongkong    |
| O. 38,      | —                        | —      | —    | —      | Lt. J. Gaimos                  | Hongkong    |
| T.B. 035,   | —                        | —      | —    | —      | Lt.-Com. Handley               | West River  |
| T.B. 036,   | —                        | —      | —    | —      | Lt.-Com. T. Barton             | Hongkong    |
| T.B. 037,   | —                        | —      | —    | —      | Lt.-Com. Nicol                 | West River  |
| T.B. 038,   | —                        | —      | —    | —      | Lt.-Com. H. W. Seymour         | Hongkong    |

**FOREIGN MEN-OF-WAR ON CHINA AND JAPAN STATION.**

| FRENCH.  |                  |        |    |        |                                     |  |             |
|--|------------------|--------|----|--------|-------------------------------------|--|-------------|
| Montcalm**   | Armoured cruiser | 11,000 | —  | 20,000 | Capt. Vieux                         |  |             |
| Dupleix  | Armoured cruiser | 10,014 | 30 | 20,000 | Capt. Daveluy                       |  | Shanghai    |
| Decides  | Gunboat          | 845    | 10 | 1,600  | Lieut. Mathis                       |  |             |
| Argus  | River gunboat    | 180    | 6  | 670    | Lieut. de Madrilie                  |  | Canton      |
| Vigilante  | Gunboat          | 123    | 7  | 500    | Lieut. Leoadet                      |  | Canton      |
| Peiho  | Gunboat          | 130    | —  | —      | Lieut. Collin                       |  | Tongka      |
| Dondard de Lagree  | Gunboat          | —      | —  | —      | Lieut. Millot                       |  | Tchong-king |
| ** Flagship of Rear-Admiral Huguet, Commander-in-Chief, the French China Station       |                  |        |    |        |                                     |  |             |
| Styx *   | Armoured cruiser | 1,798  | 10 | 1,700  | Lieut. Martel                       |  | Saigon      |
| Eclonde  | Destroyer        | 350    | 7  | 303    | Lieut. Theroine                     |  | Saigon      |
| d'Iberville  | —                | —      | —  | —      | Capt. de Frigate Andemar            |  | Shanghai    |
| Pistolet   | Destroyer        | 120    | 7  | 260    | Comdr. Castagne                     |  | Saigon      |
| Mousquet   | Destroyer        | 307    | 6  | 300    | —                                   |  | Saigon      |
| Manche   | Surveying-ship   | 1,625  | 10 | 9,000  | Com.                                |  | Saigon      |
| * Flagship of Commodore Paris de Boisrouvray, Commanding the local defence Indo-China. |                  |        |    |        |                                     |  |             |
| GERMAN.  |                  |        |    |        |                                     |  |             |
| Emden  | Cruiser          | 3,600  | 22 | 13,500 | Capt. v. Muller                     |  | Tsingtau    |
| Gneisenau  | Armoured cruiser | 11,600 | 36 | 26,000 | Captain Brunningshaus               |  | Tsingtau    |
| Italia   | Gunboat          | 900    | 12 | 1,300  | Comdr. Saehase                      |  | Canton      |
| Jaguar   | Gunboat          | 900    | 12 | 1,300  | Comdr. Luring                       |  | Shanghai    |
| Leipzig  | Cruiser          | 3,250  | 24 | 11,000 | Capt. Haan                          |  | Tsingtau    |
| Luchs  | Gunboat          | 900    | 10 | 1,350  | Comdr. Thierichen                   |  | Hankow      |
| Nurnburg   | Cruiser          | 3,460  | 22 | 12,200 | Capt. v. Schonberg                  |  | Tsingtau    |
| Otter  | River gunboat    | —      | —  | —      | Capt. Lieut. Firls                  |  | Yangtze     |
| Scharnhorst  | Flagship         | 11,600 | 36 | 26,000 | Capt. F. Scholtz                    |  | Tsingtau    |
| S. 90  | Torpedo-boat     | 400    | 8  | 6,500  | Capt. Lt. Brunner                   |  | Tsingtau    |
| Tiger  | Gunboat          | 900    | 10 | 1,350  | Comdr. Bocker                       |  | Tsingtau    |
| Tsingtau   | River gunboat    | 223    | 4  | 1,800  | Capt. Lt. v. Moller                 |  | Canton      |
| Vaterland  | River gunboat    | 223    | 4  | 500    | Obit. z. S. Dressler                |  | Yangtse     |
| PORTUGUESE.  |                  |        |    |        |                                     |  |             |
| Adamastor  | Cruiser          | 1,757  | —  | —      | Capt. Annibal de S. Dias            |  | Hongkong    |
| Macao  | Gunboat          | —      | —  | —      | Capt. Martins                       |  | Macao       |
| Patia  | Gunboat          | 700    | —  | —      | Capt. Luis A. de Magalhaes Correa M |  |             |

**UNITED STATES VESSELS.**

|            |                        |       |    |        |                           |             |
|------------|------------------------|-------|----|--------|---------------------------|-------------|
| A-2        | Submarine              | —     | —  | —      | Ensign G. Bractford       | Cavite      |
| A-4        | "                      | —     | —  | —      | Ensign J. R. Mann         | "           |
| A-6        | "                      | —     | —  | —      | Ensign H. L. Rahel Daffer | "           |
| A-7        | "                      | —     | —  | —      | Ensign R. I. Wood         | "           |
| Albany     | Protected cruiser      | 3,480 | 10 | 7,500  | Commander M. L. Bristol   | Cruising    |
| Bainbridge | Torpedo-boat des.      | 420   | 7  | 8,000  | Lieut. R. A. Spruance     | Cavite      |
| Barry      | Torpedo-boat des.      | 420   | 7  | 8,000  | Lieut. C. S. Keller       | "           |
| Callao     | Gunboat                | 248   | 8  | 250    | Lieut. S. M. La Bounty    | Canton      |
| Channocoy  | Torpedo-boat destroyer | 420   | 7  | 8,000  | Lt. J. O. Jennings        | Cavite      |
| Cincinnati | Protected cruiser      | 3,183 | 11 | 10,000 | Com. J. V. Chase          | Cruising    |
| Dale       | Torpedo-boat destroyer | 420   | 7  | 8,000  | Lt. V. K. Colman          | Cavite      |
| Decatur    | Torpedo-boat destroyer | 420   | 7  | 8,000  | Lt. E. Durr               | "           |
| Elcano     | Gunboat                | 820   | 4  | 600    | Lt. Com. V. S. Gannon     | Shanghai    |
| Helena     | Gunboat                | 1,392 | 8  | 1,933  | Com. G. R. Marvell        | Shanghai    |
| Mohican    | Station ship           | 1,990 | 6  | 1,190  | Lieut. V. R. Lowe         | Cavite      |
| Monadnock  | Monitor                | 3,080 | 6  | 3,000  | Lt. Y. Rensselaer         | Olongapo    |
| Monterey   | Monitor                | 4,084 | 4  | 6,277  | "                         | "           |
| Pampanga   | Gunboat                | 243   | 8  | —      | Ensign P. J. Peyton       | Cav. Canton |
| Pasatungus | Sea-going tug          | 854   | 2  | 1,600  | "                         | "           |
| Pompey     | Repair ship            | 3,086 | —  | —      | "                         | "           |
| Samar      | River boat             | —     | —  | —      | Lt. Com. C. W. Coles      | Canton      |
| Wilmington | Cruiser                | —     | —  | —      | Com. H. H. Hough          | Hongkong    |
| Yarobogo   | Flagship               | —     | —  | —      | R. E. Dutton              | Shanghai    |
| Calhoun    | Cruiser                | —     | —  | —      | Com. R. H. Leigh          | "           |

## MARKET PRICES

Hongkong July 6, 1914.

**BUTCHER MEAT.**

|  |         |      |
|--|---------|------|
|  |         | Ota. |
| Beef Sirloin & Prime Cut,—Mei Lung Pa      | ... lb. | 12   |
| " Corned,—Ham Ngau Yuk ... ..              | " "     | 20   |
| " Roast,—Shiu " " " " " "                  | " "     | 22   |
| " Breast,—Ngau Lam " " " " " "             | " "     | 18   |
| " Soup,—Tong Yuk " " " " " "               | " "     | 18   |
| " Steak,—Ngau Yuk Pa " " " " " "           | " "     | 22   |
| " do.—Sirloin Ngan Lau " " " " " "         | " "     | 32   |
| " Sausages,—Ngau Chung " " " " " "         | " "     | 20   |
| Bullock's Brains— " Know " " " " "         | per set | 12   |
| Tongue fresh,—Ngai Li " " " " "            | each    | 60   |
| " corned,—Ham Ngan Li " " " " "            | " "     | 0    |
| " Head,—Ngau Tau " " " " " "               | \$      | 1.20 |
| " Heart,—Ngau Sum " " " " " "              | " "     | 14   |
| " Hump, Salt,—Ngau Kin " " " " " "         | " "     | 24   |
| " Feet,—Ngau Kaaki " " " " " "             | " "     | 8    |
| " Kidneys,—Ngau Yiu " " " " " "            | " "     | 12   |
| " Tail,—Ngau Mei " " " " " "               | " "     | 12   |
| " Liver,—Ngau Kon " " " " " "              | lb.     | 22   |
| " Tripe (undressed)—Ngau To " " " " " "    | " "     | 7    |
| Calves' Head & Feet,—Ngau chui-tau-kark    | set     | \$1  |
| Mutton Chop,—Yeung Pai Kwat " " " " " "    | lb.     | 25   |
| " Leg,—Yeung Pei " " " " " "               | " "     | 25   |
| " Shoulder,—Yeung Shau " " " " " "         | " "     | 24   |
| Pigs Chislings,—Chu Chong " " " " " "      | " "     | 27   |
| " Brains,—Chu Know " " " " " "             | per set | 2    |
| " Feet,—Chu Kark " " " " " "               | lb.     | 12   |
| " Fry,—Chu Chak " " " " " "                | " "     | 3    |
| " Head,—Chu Tau " " " " " "                | " "     | 17   |
| " Heart,—Chu Sum " " " " " "               | each    | 10   |
| " Kidneys,—Chu Yiu " " " " " "             | pair    | 8    |
| " Liver,—Chu Con " " " " " "               | lb      | 24   |
| Pork Chop,—Chu Pai Kwat " " " " " "        | " "     | 23   |
| " Corned,—Ham Chu Yuk " " " " " "          | " "     | "    |
| " Leg,—Chu Pa " " " " " "                  | " "     | 27   |
| " Fat or Lard,—Chu Yu " " " " " "          | " "     | 65   |
| Sheep Head and Feet,—Yeung Tau Kark        | set     | 65   |
| " Heart,—Yeung Sum " " " " " "             | each    | 7    |
| " Kidneys,—Yeung Yiu " " " " " "           | lb.     | 25   |
| " Liver,—Yeung Con " " " " " "             | " "     | 22   |
| Sucking Pigs, To Order—Chu Cha " " " " " " | " "     | 18   |
| Suet, Beef—Sang Ngau Yau " " " " " "       | " "     | 18   |
| " Mutton,—Sang Yeung Yau " " " " " "       | " "     | 19   |
| Veal,—Ngau Chai Yuk " " " " " "            | " "     | 20   |
| " Sausages,—Ngau Chai Chung " " " " " "    | " "     | 20   |

## POULTRY:

|                                     |         |    |
|-------------------------------------|---------|----|
| Chickens,—Kai Chai                  | lb      | 32 |
| Ospons, Large, Small,—Sin Kai       | "       | 30 |
| Ducks,—Ap                           | "       | 22 |
| Doves,—Pan Kau                      | each    | 20 |
| Eggs, Hen,—Kai Tan                  | per doz | 20 |
| Fowls, Canton,—Kai                  | lb      | 35 |
| " Hainan,—Hoi Nam Kai               | "       | 20 |
| Geese,—Ngo                          | "       | 32 |
| Geese, Wild Shai,—Shang-ho Yea Ngo  | "       | —  |
| Musk Deer,—Wong Kong                | each    | —  |
| Hare, Shanghai,—Tu Chai             | "       | —  |
| Partridge,—Che Khoo                 | "       | —  |
| Pheasant,—Shan Kai                  | pair    | \$ |
| Pigeons, Canton,—Pak Kup            | each    | 33 |
| " Hoihow,—Hoi How Pak Kup,          | "       | 25 |
| Quail,—Um Chun                      | "       | —  |
| Rice Birds,—Wo Fa Cheuk             | dozen   | —  |
| Snipe,—Sa Choy                      | each    | —  |
| Turkeys, Cock,—Phor Kai Kung        | lb.     | 60 |
| " Hen,—Na                           | "       | 45 |
| Wild Ducks, S'hai,—Shang hoi Sai Ap | " \$    | —  |
| " l,—Sai Ap Chai,                   | "       | —  |
| " d Ducks Canton,—Sang Shing Sai Ap | " \$    | —  |

**FISH.**

[illegible]

肉食

|         |            |                    |     |     |     |     |     |     |    |
|---------|------------|--------------------|-----|-----|-----|-----|-----|-----|----|
| Snapper | -Lap Yu    | ...                | ... | ... | ... | ... | ... | ... | 32 |
| 扒       | Soles      | -Lat Sa Yu         | ... | ... | ... | ... | ... | ... | 28 |
| 足       | Tench      | -Wan Yu            | ... | ... | ... | ... | ... | ... | 18 |
| 鯰       | Turbot     | -Cho How Yu        | ... | ... | ... | ... | ... | ... | 20 |
| 龍       | Turtles    | small, fresh water | ... | ... | ... | ... | ... | ... | 20 |
| 牛       | Turtles    | large, fresh water | ... | ... | ... | ... | ... | ... | 20 |
| 肉       | White Bait | -Ngau Yu Chai      | ... | ... | ... | ... | ... | ... | 1  |

## FRUITS

|    |   |      |      |    |
|----|---|------|------|----|
| 生牛 | Almonds,—Hung Yee                               | ...  | lb.  | 35 |
| 牛  | Apples (California)—Kam San Ping Kho            | ...  | "    | 25 |
| 心  | " (Chefoo)—Tin Chun Ping Kho                    | ...  | "    | —  |
| 牛  | " Small,—Hoi Tong                               | ...  | "    | —  |
| 牛  | " Oustard,—Fan Lai Chi                          | ...  | each | —  |
| 牛  | Bananas, fragrant, Canton,—San Shing Heung Chin | lb.  | 4    | —  |
| 牛  | " (brides), Macao,—San Heng Chin                | ...  | "    | —  |
| 牛  | Chestnuts, Chinese,—Fcong Lut                   | ...  | "    | —  |
| 牛  | Carambola,—Yeng Tse                             | ...  | "    | —  |
| 牛  | Cocconuts,—Yeh Tse                              | ...  | each | 12 |
| 牛  | Lemons, China,—Ning Moong                       | ...  | lb   | 8  |
| 牛  | " America,—Kum San Ning Moon                    | ...  | "    | 8  |
| 牛  | Lichees Dried,—Lai Chi, small Stone             | ...  | "    | 60 |
| 牛  | " Fresh   | ...  | "    | —  |
| 牛  | Limes, (Saigon)—Sai Kung Ning Moong             | ...  | each | 10 |
| 牛  | Mango, Manila,—Lui Seng Moong                   | ...  | "    | 8  |
| 牛  | Mangosteens,—San Chuk Tse                       | ...  | doz  | 25 |
| 牛  | Oranges, (Canton)—San-shing Tim Ching           | ...  | lb   | 15 |
| 牛  | " Sweet   | ...  | "    | —  |
| 牛  | Pears, (American)—in San Shoo Lay               | ...  | "    | —  |
| 牛  | " (Canton), Cookee,—Sa Lai                      | ...  | "    | 20 |
| 牛  | Peanuts,—Fa Sang                                | ...  | "    | 10 |
| 牛  | Perismons Large,—Hung Chie                      | ...  | "    | —  |
| 牛  | Pine-apples, 1st quality,—Poon Ti Paw Law       | each | "    | 12 |
| 牛  | " 2nd — Chung-tang Paw Law                      | ...  | "    | 10 |
| 牛  | Plantain,—Tai Cheu                              | ...  | lb   | 3  |
| 牛  | Plums,—Swatow, Hung Lai                         | ...  | "    | 8  |
| 牛  | Pumelo, Siam,—Chim Lo Yau                       | ...  | each | 6  |
| 牛  | " Shanghai,—Lo Kwat                             | ...  | "    | —  |
| 牛  | Walnuts,—Hop Tao                                | ...  | lb   | 15 |
| 牛  | " Green,—Sang Hop Tao                           | ...  | "    | —  |
| 牛  | Water Melon,—(Am.) Koin San Sai Kwa             | each | "    | 14 |
| 牛  | " (China) Sai Kwa                               | ...  | "    | —  |
| 牛  | Grapes,—Sang Po Tai Tse                         | ...  | lb   | —  |

菓子

仁壽縣志卷之四  
金

西昌山  
芒竹  
萬朵竹  
紅生  
地等大紅  
上

本中

生

生日

|    |  |        |        |
|----|--|--------|--------|
| 什貨 | Artichokes, Shanghai.—Sheung-hoi       | Ah Chi |        |
| 生雞 | Chenik                                 | ...    | lb 6   |
| 南  | Beans, (French), Macao.—Oh Moo Pin Tau | ...    | 15     |
| 鴨  | " (French) Shanghai.—Sheung Hai        | Pin    |        |
| 蛋  | Tau                                    | ...    | —      |
| 雞  | Sprout.—Ah Cho                         | ...    | 8      |
| 海  | Long.—Tau Ko                           | ...    | —      |
| 菜  | Reet Root.—Hung Choi Tau               | ...    | 6      |
| 上  | Brinjals, Green.—Ching Yuan            | ...    | 8      |
| 黃  | " Red.—Hung Ker                        | ...    | 10     |
| 瓜  | Cabbage, Chinese, con.—Kai Choy        | ...    | 10     |
| 野  | Cabbage Red.—Hung Yea Choy             | ...    | —      |
| 雞  | Cabbage, Shanghai.—Yeh Choi            | ...    | 12     |
| 鴨  | Cane Shoots, bunch.—Kai Shun           | ...    | lb. 8  |
| 白  | Caniflower, Large size.—Tai Yeh Cho Fa | ...    | each — |
| 三  | " Medium size.—Cheung Yeh Cho Fa       | ...    | —      |
| 花  | " Small size.—Sai Yen Choi Fa          | ...    | —      |
| 菜  | Carrots.—Kam Shum                      | ...    | lb. 6  |
| 雞  | Celery, Chinese.—Tong Kan Choi         | ...    | 8      |
| 公  | " English.—Yeung Kan Choi              | ...    | —      |
| 火  | Obillies Dried.—Gon Lat Chin           | ...    | 20     |
| 上  | " Red.—Hung Far Chin                   | ...    | 20     |
| 海  | " Green.—Ching Lat Chin                | ...    | 15     |

**VEGETABLES, &c.**

|    |   |        |         |
|----|---|--------|---------|
| 什貨 | Artichokes, Shanghai, —Sheung-hoi         | Ah Chi |         |
| 生雞 | Chenik                                    |        | lb 6    |
| 南  | Beans, (French), Macao, —Oh Moo Pin Tau   |        | 15      |
| 鴨  | " (French) Shanghai, —Sheung Hai          | Pin    |         |
| 蛋  | Tau                                       |        | —       |
| 鴨  | Sprout, —Ah Cho                           |        | 8       |
| 海  | Long, —Tau Ko                             |        | —       |
| 菜  | Beet Root, —Hung Choi Tau                 |        | 8       |
| 上  | Brinjals, Green, —Ching Yuan              |        | each 8  |
| 買  | " Red, —Hung Ker                          |        | 10      |
| 野  | Cabbage, Chinese, com, —Kai Choy          |        | 10      |
| 菜  | Cabbage Red, —Hung Yeh Choy               |        | 12      |
| 鴨  | Cabbage, Shanghai, —Yeh Choi              |        | 12      |
| 白  | Cane Shoots, bunch, —Kai Shun             |        | lb. 8   |
| 結  | Canlidflower, Large size, —Tai Yeh Cho Fa |        | each —  |
| 口  | Medium size, —Cheung Yeh Cho Fa           |        | —       |
| 三  | Small size, —Sai Yen Choi Fa              |        | —       |
| 花  | Carrots, —Kam Shum                        |        | lb. 6   |
| 雞  | Celery, Chinese, —Tong Kan Choi           |        | 8       |
| 公  | English, —Yeung Kan Choi                  |        | —       |
| 火  | Obolives Dried, —Gon Lat Chin             |        | —       |
| 上  | " Red, —Hung Far Chin                     |        | 20      |
| 海  | " Green, —Ching Lat Chin                  |        | 20      |
| 水  | Curry Stuff, English, —Kar Lee Chu Liu    |        | 10      |
| 水  | Cucumbers, —Ching Kwa                     |        | 12      |
| 或  | Bitter Squash, —Fu Kwa                    |        | 2       |
| 什  | Garlic, —Que Tau                          |        | 8       |
| 貨  | Ginger, young, —Sun Tse Keng              |        | —       |
|    | " old, —Lo Keung                          |        | 0       |
|    | Horse Radish, Shanghai, —Lik Kan          |        | 10      |
|    | Indian Corn, —Suk Mai                     |        | each 15 |
|    | Lettuce, —Yeung Sang Choi                 |        | 5       |
|    | Water Chestnuts, —Ma Tai                  |        | lb. —   |
|    | Mandarin, —Kwai Lum, Ma Tai               |        | —       |
|    | Mushrooms, Fresh, —Sang Cho Koo           |        | 30      |
|    | Mush Malon, Amer, —Kam-san Hong Kwa       |        | each 6  |
|    | Okroes, —                                 |        | lb 10   |
|    | Onions Bombay, —Yeung Chong Tau           |        | 6       |
|    | " Green, —Sang Chong                      |        | 6       |
|    | Shanghai, —Shang-hoi Chong Tau            |        | —       |
|    | Papaya, 1st qual, —Tai Man San Kna        |        | each 86 |
|    | " 2nd Chong                               |        | —       |
|    | Paraley, —Kun Cho                         |        | 8       |
|    | Green Peas, —Ching Tau                    |        | lb. —   |
|    | Potatoes, Sweet, —Fau Shu                 |        | 8       |
|    | " Shanghai, —Shang-hoi Shu Tea            |        | —       |
|    | Japan, —Yat Poon Shu Tea                  |        | —       |
|    | American, —Pa Ki Shu Tea                  |        | 10      |
|    | Poochow, —Foo-chow Shu Tea                |        | —       |
|    | Pumpkin, —Tong Kwa                        |        | 3       |
|    | Radish, —Hung Lo Pak Tsai                 |        | 8       |
|    | Rhubarb (Rhubarb), —Tai Wong              |        | 3       |
|    | Sage, —Tao So                             |        | 4       |
|    | Shallots, —Gon Chung Tsai                 |        | —       |
|    | Spinach, —Yin Choi                        |        | 10      |
|    | Tomatoes, —Fan Kee                        |        | —       |
|    | Taro, —Wu Tau                             |        | 8       |
|    | Tumips, Punt, (Long), —Lo Pak             |        | 15      |
|    | " English, —Young Lo Pak                  |        | 8       |
|    | Vegetable Marrow, —Chit                   |        | 5       |
|    | (American), —K, —san hit A s              |        | 5       |
|    | Water Cress, —Sai Yeung                   |        | 0       |
|    | Lily root, —Lin Ngao                      |        | 1       |
|    | Yams, —Tou Shan                           |        | —       |

The prices necessarily vary from day to day and the

**萊蕪**

丁治門  
澳門邊  
海軍  
紅青  
紅芥  
金葵  
大細  
花庄  
林草  
乾瓜  
背面  
香新  
岩根  
山力  
律馬  
柱  
一頭  
上座  
日花  
瓜白  
紅大  
教干  
和東  
成國  
西



## Commercial.

## Home Commercial and Produce Markets.

July 3.

The Bank rate remains unchanged at 3 per cent. The Open market rate for short loans is 1 1/2 per cent, and discount of four months' Bank bills 2 3/16 per cent. Business in the Silver market has again been very limited, and bars are now quoted 26 1/16d. per oz. In the Rubber share market public interest is at a low ebb and prices are listlessly around the levels of a week ago. Little of a definite nature has transpired respecting the negotiations for a new Chinese Loan. Rumour has it that Mr. Crip is endeavouring to put through another loan. The London City and Midland Bank has declared an interim dividend for the past half-year at the rate of 18 per cent. per annum. The directors of the British North Borneo Company recommend a dividend of 5 per cent. for the year to Dec. 31, 1913. The meeting has been held of the Bukit Mertajam Rubber Company. The China Tea market is quiet. Coffee has met with fair demand, and steady rates have been realised. Sugar has been rather firmer. Both Singapore Pepper and White Pepper have been very quiet. Rice remains quiet, but there is no alteration in prices. In Manila there is a moderate business passing at steady prices. Plantation Rubber has been dull and prices are rather easier. First Later Crepe being quoted at 2s. 2 1/2d. per lb., and Smoked Sheet 2s. 2 1/2d. per lb. Fine Hard Para is 2s. 9 1/2d. per lb. Straits Tin is £139 10s. to £140 for cash, and £141 5s. to £141 15s. for three months.

## The Seoul Mining Company.

The results of operations of the above Company at the Suan Mine for June, 1914, were as follows:—

|                                 |              |
|---------------------------------|--------------|
| Value of ore treated            | 5,900.       |
| Value of Bullion recovered      | Y.79,108.04  |
| Value of Concentrates recovered | Y.36,611.70  |
|                                 | Y.115,720.34 |

Operating Costs (approx.) Y.50,000.00

Operating Profit (approx.) Y.65,720.34

H. A. COLLEBRAN, Holkol, Chosen, July 7th, 1914.

## Consolidated Rubber Co. in General Meeting.

A general meeting of the Consolidated Rubber Estates, Ltd. (in liquidation) was held last week at the office of the secretaries, the China Realty Co., Ltd., Shanghai. The liquidator of the old company, Mr. F. D. Raven, presented his report, as follows:— "This meeting has been called in conformity with the regulations of the Hongkong Companies Ordinance and is of a purely formal character. The Company went into liquidation by means of a special resolution passed on the 10th of December, 1913, and duly confirmed on the 29th day of December, 1913. As liquidator, I have transferred all the company's assets to the new company, which was duly incorporated on the 8th day of January, 1914. The new company took over all the liabilities of the old company, consequently no funds have passed through my hands as result of this I have no accounts to lay before you, and this has been explained to the satisfaction of the Registrar in Hongkong. As you know, for each share of £1 in the old company, the shareholders were entitled to one share of 2s. in the new company; out of a total of 125,000 shares in the old company, 109,125 shares in the new company have been applied for and allotted. The remaining shares, 15,875, have been allotted in trust to two of the directors of the new company, Messrs. Francis Ellis and R. H. Parker, who will at any time transfer these shares to the persons entitled to them against production of the old scrip. I shall propose that my books, accounts, and documents and the books, accounts and documents of the old

company be handed over to the secretaries of the new company. If any shareholder has any question to ask I shall be glad to answer same to the best of my ability. No questions being asked the resolution proposed by the liquidator was put to the meeting and carried.

## Australia's Trade With Japan.

The High Commissioner for Australia states that some interesting figures, showing the enormous growth of the trade, are given by the Trade Commissioner in the East, for the Government of New South Wales, in his latest report to the State Minister for Agriculture. "In 1903," he says, "the imports of our products to Japan were valued at £119,093, and the exports of Japanese products to Australia equalled £335,248, or double the consumption of Australia's products, the trade being in favour of Japan to the extent of £215,253, and the total—exports and imports—amounted to £455,230. In 1913 the consumption of Australian products in Japan reached £1,494,194, an increase of 11.45 per cent., and there was a balance of trade in favour of Australia of £831,207—that is, the exports of Japanese products to Australia were 42 per cent. less than the imports of our products to Japan. Australian flour is looked upon as the best on the market. Raw wool, lead, and wheat are our leading exports to Japan, and the details for 1913 are as follows:—Wool, £799,437; lead, £242,910; wheat, £220,358. This year showed an increase in the wheat imports, due to local crop failures more than anything else, as also an appreciation of the extra quality of the imported grain compared with the local production. Even with good harvests wheat is in demand, as evidenced by the fact that the total imports for 1911 and 1912 amounted to £372,883 and £440,994 respectively.

## Daly Export Returns.

The export returns for the port of Dalay for the month of June last, as prepared by the S. M. R. Wharf Office, give a total of 129,239 tons, inclusive of 2,174 tons shipped by junks, showing a decrease of 1,885 tons and 29,682 tons from the corresponding period of last year and the previous month respectively. In addition, coins worth G. Yen 510,000 and G. Yen 1,240,345 were exported. Altogether 25,835 tons went to Japan; 2,215 tons to Korea; 14,266 tons to China; 10,340 tons to South Seas; 2,058 tons to Europe; 2,318 tons to Vladivostok; and 233 tons to Nicolaievsk. The principal exports follow:—

|                     | Tons.  |
|---------------------|--------|
| Fushan Coal         | 50,985 |
| Bean Cake           | 40,884 |
| Red Beans           | 1,537  |
| Indian Maize        | 2,378  |
| Kwantung Salt       | 3,748  |
| Beans               | 16,858 |
| Bean Oil            | 1,792  |
| Millet              | 1,190  |
| Seeds, etc.         | 998    |
| Hakodate            | 3,748  |
| Naotau              | 9,800  |
| Atsuta              | 10,039 |
| Kobe                | 10,031 |
| Chefoo              | 2,186  |
| Hongkong            | 4,592  |
| Singapore           | 4,980  |
| Hamburg             | 1,301  |
| Penang              | 5,380  |
| Niigata             | 3,587  |
| Tokyo and Yokohama  | 22,877 |
| Osaka               | 6,675  |
| Moji and Shimonoeki | 6,400  |
| Shanghai            | 2,857  |
| Canton              | 4,088  |

## Banknotes from Japan.

Hon. Yang Tcheng, Special Envoy for Foreign Affairs, has received instructions from Peking to warn the public against accepting counterfeit banknotes made by rebel refugees in Japan. According to the instructions which were communicated through the Civil Governor at Nanking reports have been received of discoveries by the Japanese authorities both in Japan and in Dalay of large quantities of notes purporting to have been issued by Chinese banks.

## PUBLIC COMPANIES

## NOTICE.

THE WEST POINT BUILDING Company, Limited.

DAN Interim Dividend of Two dollars per share for the six months ending 30th June, 1914 will be payable on Tuesday, 28th July on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Tuesday the 21st July to Tuesday the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors.

A. SHELTON HOOPER, Secretary to the HONGKONG LAND INVESTMENT & AGENCY Company, Limited, General Agents for the WEST POINT BUILDING Company, Limited, Hongkong, 14th July, 1914.

## NOTICE.

THE HONGKONG LAND INVESTMENT & AGENCY Company, Limited.

An Interim Dividend of Three and half Dollars per share for the six months ending 30th June, 1914 will be payable on Tuesday 28th July on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Tuesday the 21st July to Tuesday the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors.

A. SHELTON HOOPER, Secretary, Hongkong 14th July, 1914.

## NOTICE.

BAZAAR IN AID OF FLOOD RELIEF FUND.

THE Committee solicit the aid of the Public, and will be pleased to receive gifts of articles of any description for the above.

LAU OHU PAK, Chairman.

Chinese Chamber of Commerce, 32, Des Voeux Road Central.

## HONGKONG JOCKEY CLUB.

## SUBSCRIPTION GRIFFINS.

A Meeting of Members will be held at the Jockey Club office on Friday, 31st July at 5 o'clock p.m. to arrange about the Subscription Griffiths for next year's Race Meeting.

G. H. FOTTS, Acting Clerk of the Course, Hongkong, 24th July, 1914.

## NOTICE.

THE Undersigned will not be responsible for any DEBTS contracted by his wife, AMELIA AUGUSTA, from this date and henceforth.

EGAS L. S. ALVES, 27, Mosque Terrace, Hongkong, 16th July, 1914.

## AMERICAN DENTISTRY

PORECELAN FILLINGS. The Latest Improvements toward Lasting Workmanship and Painless Operations. No charge for examinations. Fees moderate. Diploma Tokyo. DR. T. YAMASAKI, 34, Queen's Road Central (Corner of Flower Street), Telephone 1362.

**MARTIN'S APOLLO PILLS**

A French Remedy for all Disorders of the Urinary and Biliary Systems. It is a powerful and reliable agent in the treatment of all cases of Gravel, Catarrh of the Bladder, Gleet, Hematuria, Stricture, and all other Urinary Affections. It is also a powerful agent in the treatment of all cases of Biliousness, Indigestion, and all other Disorders of the Biliary System. It is a French Remedy for all Disorders of the Urinary and Biliary Systems. It is a powerful and reliable agent in the treatment of all cases of Gravel, Catarrh of the Bladder, Gleet, Hematuria, Stricture, and all other Urinary Affections. It is also a powerful agent in the treatment of all cases of Biliousness, Indigestion, and all other Disorders of the Biliary System.

## BANKS

## INTERNATIONAL BANKING CORPORATION

Head Office—60, Wall Street, New York

London Office—10, Bishopsgate, E.C.

BRANCHES:—

Hankow, Calcutta, Canton, Kobe, Yokohama, Shanghai, Hongkong, Peking, Tientsin, Hankow, Harbin, Manchuria, etc.

Capital and Surplus—\$100,000,000

RESERVE FUNDS:—

Deposits received, paid for, and on account of—\$100,000,000

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## EXCHANGE

| Selling |          | T/T. Marks     | 180 1/2  |
|---------|----------|----------------|----------|
| I/T     | 1/9 1/4  | Demand Germany | 181      |
| Demand  | 1/9 3/16 | T/T. France    | 231 1/2  |
| 30 d/s  | 1/9 1/4  | On Haiphong    | 694 p.m. |
| 60 d/s  | 1/9 1/4  | On Saigon      | 64       |
| 4 m/s   | 1/9 5/16 | On Bangkok     | 87 1/2   |



